

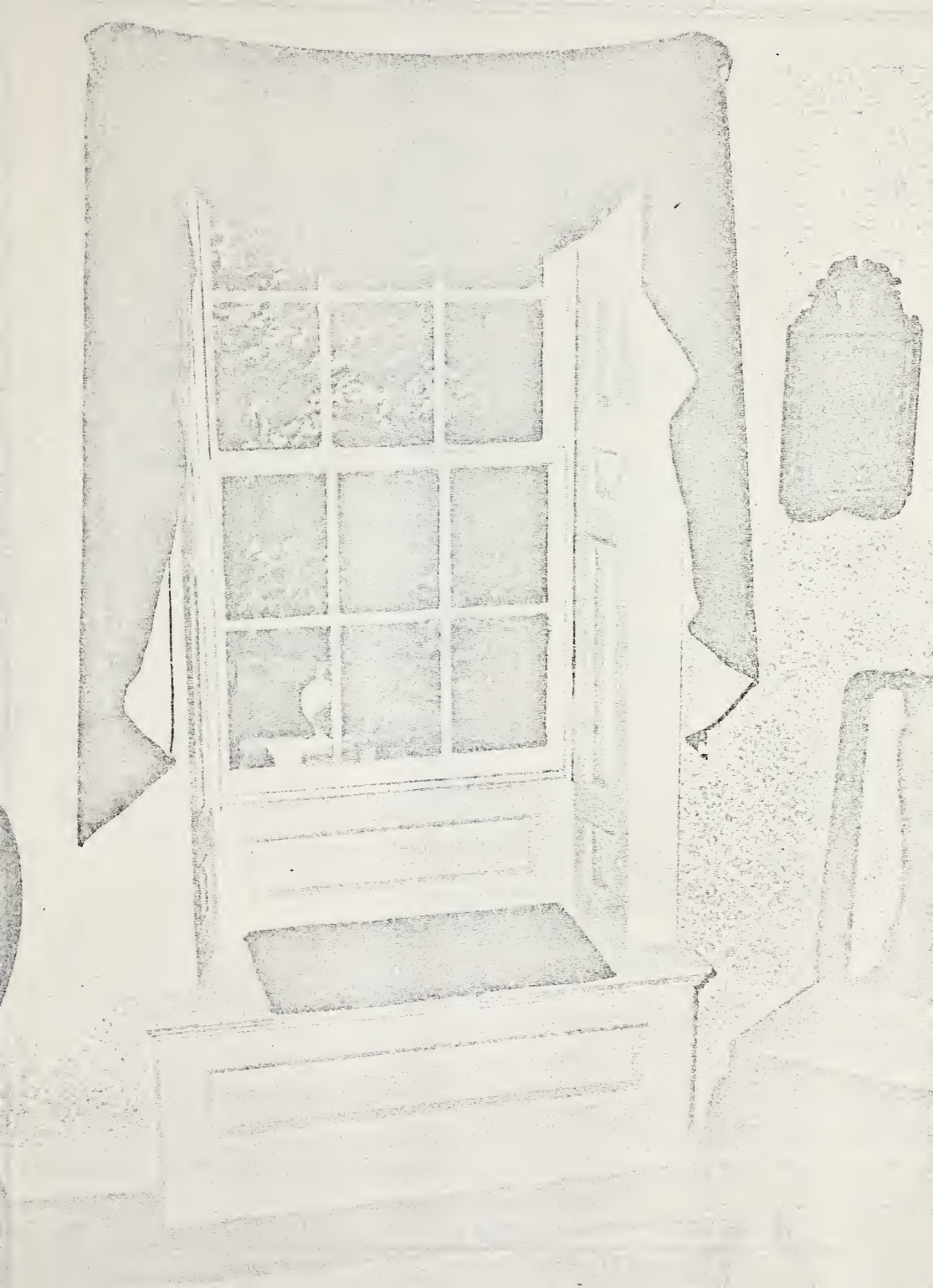
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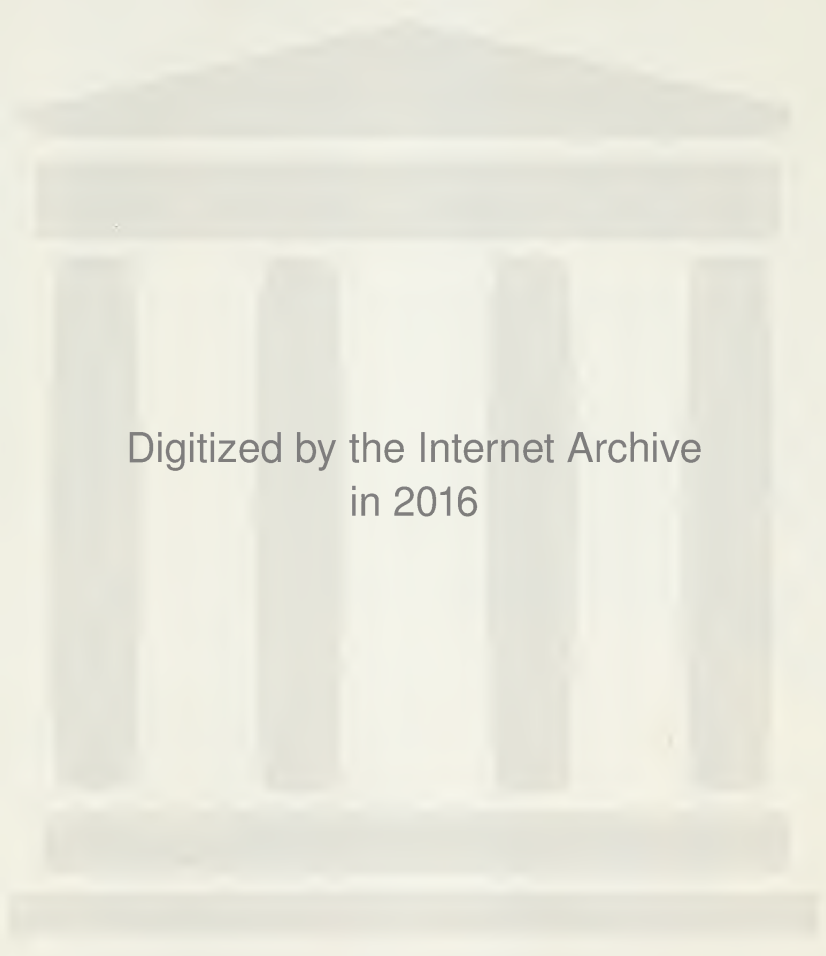


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THE
Danvers
HISTORICAL COLLECTIONS

OF THE

DANVERS HISTORICAL
SOCIETY

Edited by the Committee on Publication

RUTH HOWARD ALLEN

RICHARD P. ZOLLO

Editors

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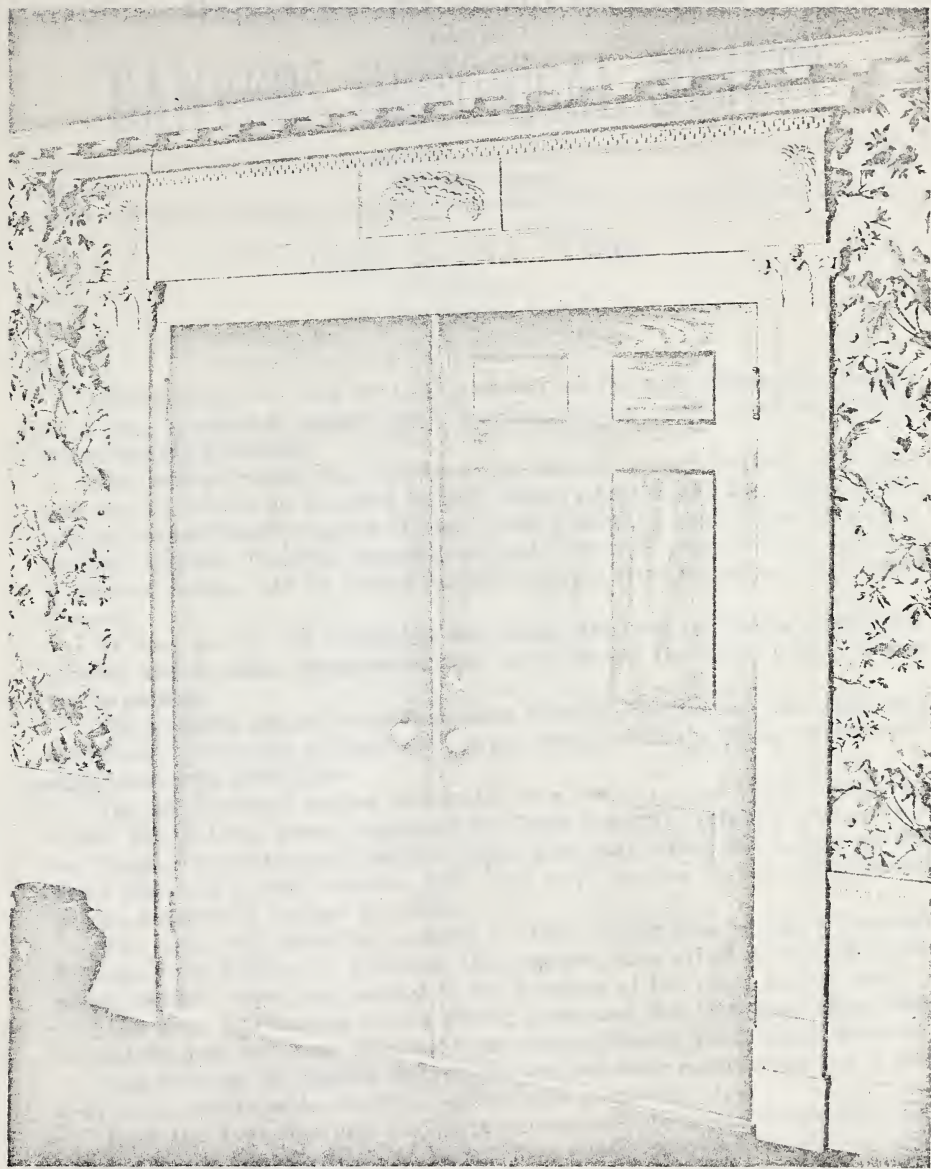
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A Note on Necrology: The Society plans to publish an In Memoriam bulletin honoring those members who have passed away since our last publication in 1953.



Courtesy Essex Institute

A McIntire Doorway in Glen Magna Farms

"The carvings by Samuel McIntire in the hall were outstanding, and it was a gracious, comfortable dwelling replete with treasures."

HISTORICAL COLLECTIONS
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DANVERS HISTORICAL SOCIETY

Vol. 41

Danvers, Mass.

1961

GLEN MAGNA FARMS

BY CHARLES S. TAPLEY

Hidden from the road by trees and tall shrubs and approached through an avenue bordered by stately elms, was the summer residence of the William Crowninshield Endicotts.

This coveted estate was purchased by Captain Joseph Peabody and when war was declared with England in 1812, Salem's harbor and the wealth of her citizens made it likely that the British would attempt to capture the town from the sea. Captain Peabody intended the old Ingersoll place should serve as a point of refuge, and he stored valuable cargoes from his ships in the barns thereon.

He was one of the wealthiest and most influential of Salem's merchant princes, and he spent considerable time in improving the estate and in caring for its gardens.

The grounds sloped away from both sides of the avenue, the right side being reserved for the gardens and velvety lawns, while the fields, interspersed with trees, were on the left.

The elm-bordered avenue terminated in a circular drive before the house, which had a lofty porch supported by Doric columns, between which stood bay trees. The house was painted white with dark green blinds and on the south side was a wide veranda with wide steps leading to the old-fashioned garden designed by Captain Peabody.

The house was standing as early as 1692, at the time of the Witchcraft delusion, and William C. Endicott, the younger, was proud of the old crane in the library, which was located in the fireplace of the house at the time.

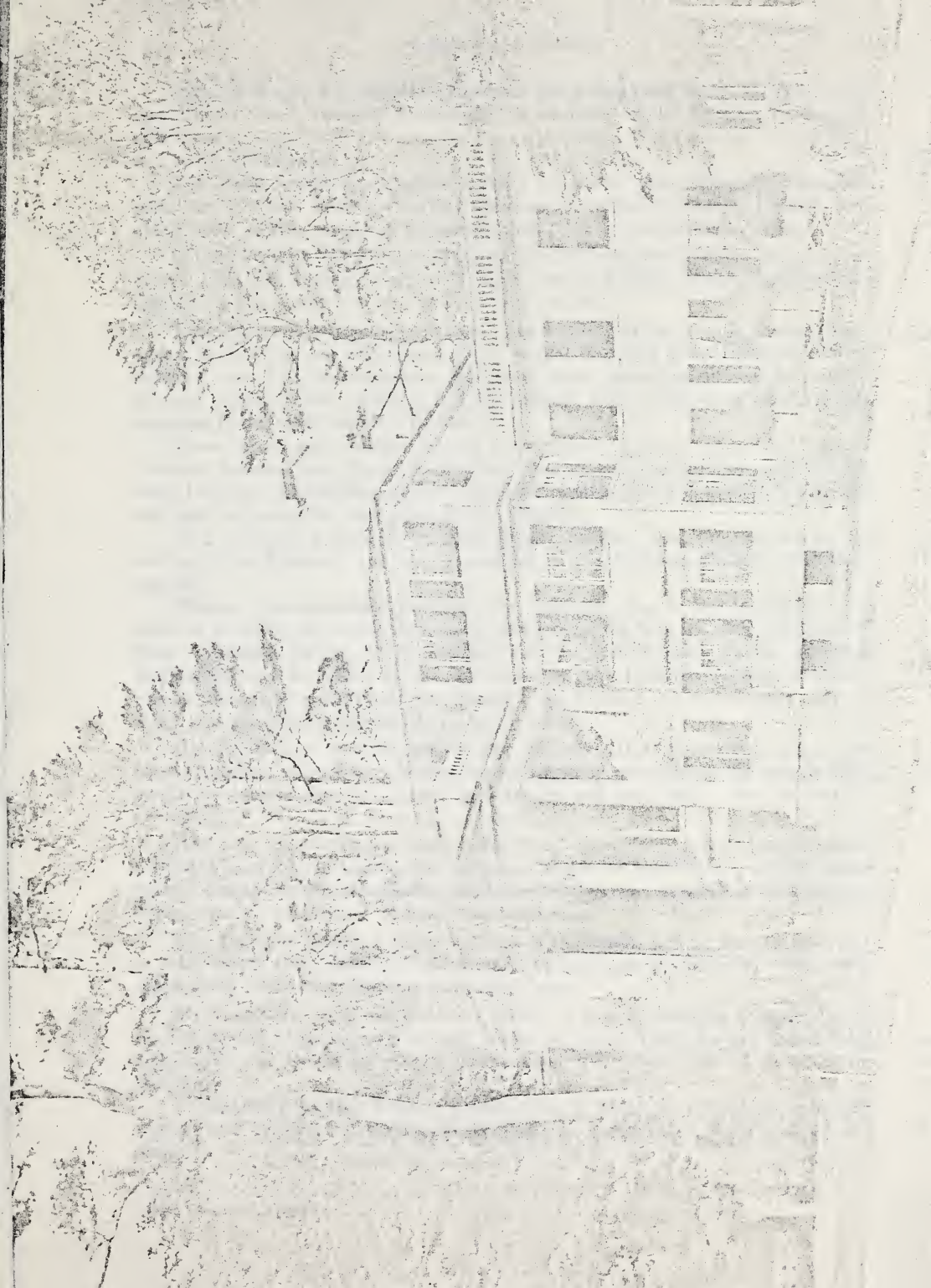
The gray mantlepiece in the dining room and the mahogany doors that divided the hall and large drawing room were heirlooms from Salem houses.

The carvings by Samuel McIntire in the hall were outstanding and it was a gracious, comfortable dwelling replete with treasures.

Here the Peabodys and Endicotts entertained often and delightfully and those who had the privilege of being their guests were not likely to soon forget the rare association.

After Mrs. Joseph Peabody's death in 1844, her son, Col. George Peabody, inherited the estate, and it was later owned by his daughter, Mrs. William Crowninshield Endicott, Senior, whose husband was her double first cousin.

William Crowninshield Endicott, Senior, was a prominent judge and he served as Secretary of War during the Cleveland administration.



Besides a son, Mr. and Mrs. Endicott had a daughter Mary Endicott, who married Rt. Hon. Joseph Chamberlain, a member of the English parliament and Colonial Secretary, and she was the step-mother of Sir Austin Chamberlain and Nevil Chamberlain.

Following Joseph Chamberlain's death his widow, Mary Endicott Chamberlain, married Rev. William Hartley Carnegie, a native of Dublin, Ireland, who was Canon of the House of Commons and Dean of Westminster Abbey.

Queen Victoria referred to Mary Endicott Chamberlain many times in her diary. The first reference says, "I have just met Mrs. Joseph Chamberlain. She has a fine, open face and is very nice looking."

King Edward referred to her as "The Little Puritan" while Queen Alexander, Queen Victoria and Queen Mary sought her as a guest. She was entertained by six British sovereigns. Her rare charm made her extremely popular on both sides of the Atlantic, and her annual visit to Danvers was a great pleasure to her relatives and friends.

Those of us who visited her at Birmingham, Dean's Yard and Lennox Gardens, London, have happy memories of her splendid hospitality and friendliness. Like her remarkable mother, aunts and uncles, she was in amazing health and able to cross the seas when in her nineties.

Mrs. Carnegie's portrait by John Singer Sargent, and the portrait of her mother, Mrs. Endicott, are now on exhibit in the National Gallery, Washington, D.C.

William Crowninshield Endicott, the younger, was a real benefactor and made it possible for many dreams to come true. He was an able president of Essex Institute, Salem; of the Society for the Preservation of New England Antiquities and an officer of the Art Museum, the Isabella Gardner Museum, Groton School, the Horticultural Society, the Rebecca Nourse Family Association and the Massachusetts Historical Society.

His kindness to so many people and his rare gift of friendship, along with his tremendous enthusiasm, made him a delightful companion. He was devoted to the welfare of Danvers, Salem and Boston and was held in high esteem by everyone.

His wife, Louise Thoron, was a native of New York, and her summers as a child were spent in Lenox. Her father, a native of the Island of Crete, came from a prominent French family, while her mother was descended from Wards, Grays and Pickerings of Salem, Massachusetts.

The Endicott family maintained homes in Boston and in Bar Harbor, but in later years they spent several months of the year in Danvers, where they entertained with rare discrimination and taste.

My friendship with the Endicott family is one of the rare experiences of my life and it extended over a long period of years. Their thoughtfulness and hospitality and the many happy hours spent with them will be an enduring treasure.

I remember Louise Thoron Endicott as a beautiful, charming, gracious woman and William Crowninshield Endicott as a cultivated, delightful gentleman.

The loyalty of their staff enhanced the pleasure of my visits to the Endicott homes in Boston and Danvers, and they seemed to be a happy large family.

I remember, also, the majestic tulip tree, 90 feet in height, which was the largest and most perfect specimen of its kind in Massachusetts, and the summer house at the end of the old garden that was resplendent with a gilded pineapple on its roof top. This was designed in 1840 by Francis Peabody, son of Joseph Peabody, for the Danvers estate, Glen Magna Farms.

At the end of a long walk, bordered by high hedges, stood a carved wooden figure, a replica of one at Currymore, Ireland, the estate of the Marquis of Waterford.

This and two others, the "Dancing Girls of Canova," were carved by Ferdinand Demetz, St. Ulrich Groden, in the Austrian Tyrol, in 1903.

The buck-thorn hedges were planted by Joseph Augustus Peabody in 1817, and the arborvitae was planted a few years later on one side of the walk known as "The Lovers' Walk." It was a most romantic spot and the moon always seemed to be rising above the house.

In 1892, the avenues in front of the house were rebuilt by Frederick Law Olmstead. A well-clipped hedge separated the old-fashioned garden from the Italian garden, which was designed by Right Hon. Joseph Chamberlain in 1897, and the next year Mr. Chamberlain laid out the shrubbery garden to the south.

Joseph Chamberlain had absorbed the spirit of the English and Continental gardens and with his exquisite taste he knew how to bring them here and to place them with a sure hand on American soil. Wide paths of gravel and grass bordered the garden, intersecting it at intervals. The garden itself was laid out in formal flower beds and larger floral plants were grouped about the outer edge.

Dividing the two gardens was a path leading to a unique summer house. It stood originally upon the estate of Elias Hasket Derby, whose wife was the former Elizabeth Crowninshield. In 1901, Mrs. William Crowninshield Endicott, Senior, purchased the summer house, and had it moved to this location, a distance of two miles.

It was built about 1790 from designs by the noted Salem architect and wood carver, Samuel McIntire. It stood two stories and a half high and was twenty feet square. Its exterior was painted white with dark green blinds. It was decorated with pilasters and festoons, and on top of the little building was the figure of a farmer whetting his scythe and a companion figure on the opposite side representing a maid with her milk pail.

A latticed door led into a small hallway. Here another door opened upon a little staircase leading to a room eighteen feet square with eight windows. The furnishings were Chinese and the view toward the rose garden was highly pleasing.

As surely as a gazebo is defined as a summer house built on the grounds of a grand estate, this famous house was verily a gazebo.

In 1904, the rose garden designed by Herbert Browne, architect, was enclosed in a brick wall with marble coping. Two fountains, one for waterlilies and one for birds, adorned the center with a bronze figure from Pompeii.

Each niche had its appropriate sculpture, and each buttress-pier its urn-like finial. The garden was richly embellished with many interesting objects of wood and stone. Among them were an exquisite little fountain in the first

garden laid out by Joseph Chamberlain and a large pergola and many arbors and sheltered seats, no two of which were quite alike, but all equally adapted to their special use and position.

The greenhouses, filled with rare flowers, fruits and vegetables, arrested attention. The formal beauty and graceful dignity of the gardens and the restful and pleasing effect of smooth and level turf and the parkland with undulating country beyond and Beaver Brook, winding its way through the estate, and the pond near the stables, where the swans moved so gracefully, all made a lasting impression.

The farm lands were fertile and the entire estate seemed protected from the invasion of modernism. The well-built stone walls, and the large beds of rhododendrons imported from England in 1845 and the bed of laurel planted in 1917 were unusual.

The tall trees showed above the outer hedges and played to the lightest airs of wind in a strange contrast to the green boundaries of the orderly garden.

It was all relaxing and charming but courtly and princely, bringing to mind the stately bearing and refined courtesy of manner of people of an earlier day.

Such personalities as Judge and Mrs. William C. Endicott, Mr. and Mrs. William Crowninshield Endicott, the younger, and Mary Endicott Chamberlain Carnegie, bore distinguished names with true worth.

George Peabody, who occupied Glen Magna Farms as a country residence, until his death in 1892, was the son of Joseph Peabody and Elizabeth (Smith) Peabody.

On September 5, 1827 he married Clarissa Endicott, the daughter of Samuel Endicott and Elizabeth (Putnam) Endicott.

The marriage took place at her father's home, 359 Essex Street, Salem.

Her bridesmaids were Mary Crowninshield (afterwards Mrs. Charles Mifflin) and Elizabeth Putnam (afterwards Mrs. John Amory Lowell).

On their wedding journey Mr. and Mrs. Peabody travelled to Quebec, Montreal and Albany in a coach and were accompanied by Miss Eliza Endicott and the Rev. John Brazer, the clergyman who had married them.

Seven children were born of this marriage: Clara Endicott Peabody, George Peabody, Jr., Joseph Augustus Peabody, whose name was later changed to George Augustus Peabody, and who was the owner of the Burley Farm, Ellen Peabody, Eliza Endicott Peabody, Mary Crowninshield Peabody and Fanny Peabody, all of whom lived to grow up except George Peabody, Jr. who died when two years old.

After the death of George Peabody, Jr., Mr. and Mrs. Peabody, his parents, went to Europe. They left New York on September 21, 1832 on the packet ship "Manchester" and landed at Havre. Their journey was an extended one and they visited France, Switzerland and Italy and the journey was made by private carriage.

At Leghorn, they visited Mr. Filicchi, who had been the commercial agent for many years of Joseph Peabody, and his family.

Mr. and Mrs. Filicchi presented them with a beautiful cutglass urn containing rose leaves which had been blessed by Pope Gregory the XVI. In Florence, a marble bust was made of George Peabody by the Italian sculptor, Luigi Pampaluna, and a miniature was painted of Mrs. Peabody at the same time.

This urn became a prized possession of Miss Clara Endicott Sears and the bust and the miniature were at Glen Magna Farms.

The Peabodys spent two winters in Paris, first in the Hotel Windsor, and afterwards in an apartment opposite the Tuileries Gardens on the Rue de Rivoli. Later they had an apartment near the church of the Madeleine.

The children had a French Governess, Madame Carcassie.

It was at this time that Mr. Peabody bought several pictures, principally from the sale of the Marquis of Apuado, a Spanish nobleman who had settled in Paris and had a famous collection of pictures.

Among the purchases made were a Virgin by Bartholome Esteban Murillo, a landscape by Jean Both, an interior by Nicholas Maes, an interior by Gerald Dow, and a head by Francisco Zurbaran.

Many of these paintings were at Glen Magna Farms or in the Salem residence of Mr. and Mrs. Peabody at 29 Washington Square, now the Home for Aged Men.

While in Paris, the Peabodys had the interesting experience of being presented at the Court of Louis Philippe.

Mr. William Amory, who was a caustic critic of men and things, said Mrs. George Peabody had the best furnished mind he knew and conversed better than any other woman he had ever met.

These views were shared by Thomas Gold Appleton, the wit of his time who was a brother-in-law of the poet Longfellow.

The houses of the Peabodys at Danvers, in Salem, or at Nahant were a rallying place for each generation; and the memory of graciousness, of hospitality and of sympathy with young and old is a precious legacy to their descendants.

Their married life covered a period of sixty-four years.

Their daughter Ellen Peabody, born May 21, 1833 in Salem, married December 13, 1859 in the North Church, Salem, William Crowninshield Endicott who was born November 19, 1826 in Salem and died May 6, 1900 at their home 163 Marlborough Street, Boston.

Ellen Peabody Endicott was the next owner of Glen Magna Farms.

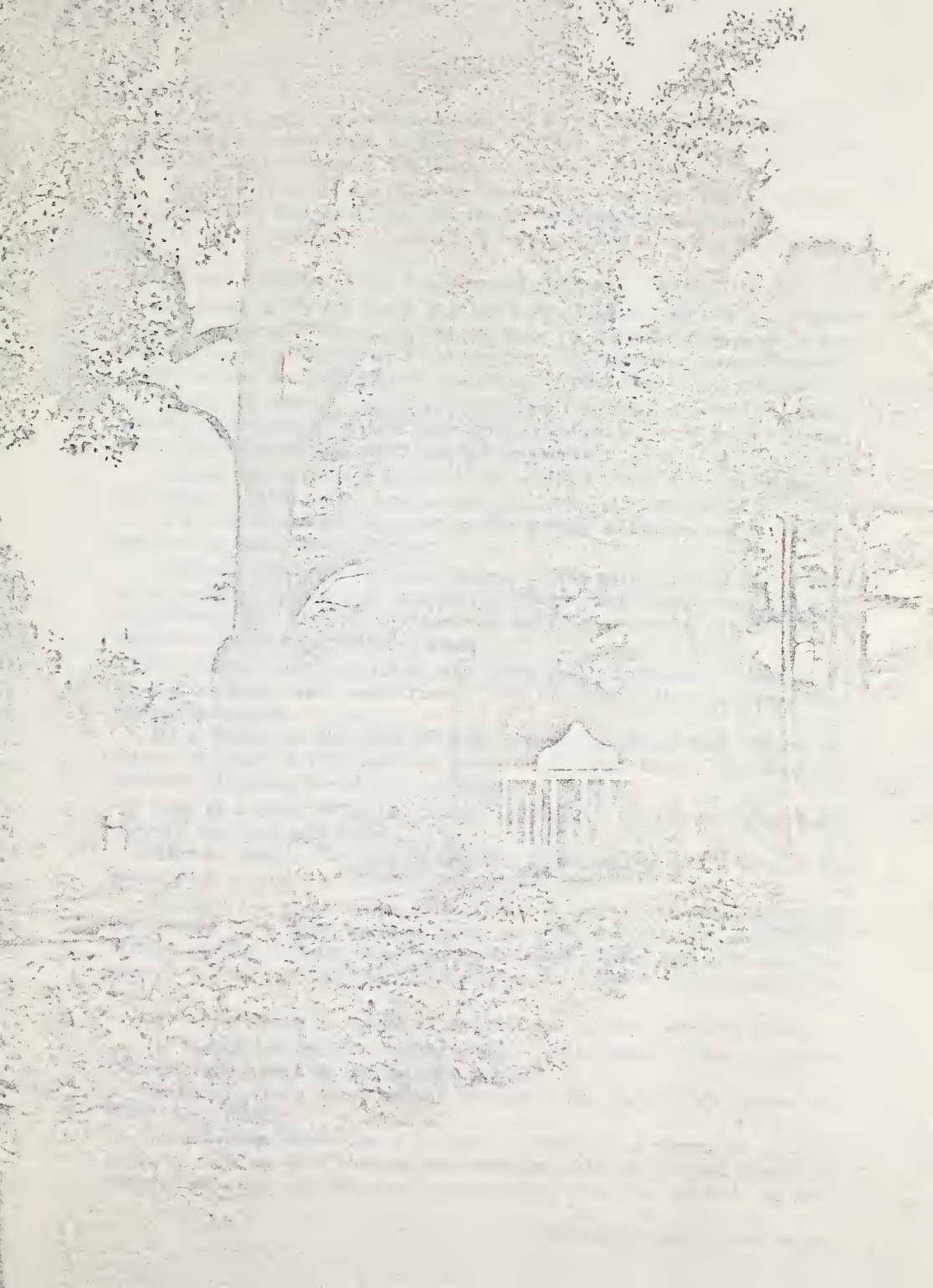
Her heritage was the best of Essex County. In decision, force of character, grace, beauty, and dignity she excelled.

Bishop Lawrence said of her, "She did not have to tell those about her what they should and should not do; they realized it, and her gracious smile of assent was enough."

Her husband William Crowninshield Endicott was eighth in descent from Governor John Endicott of the Massachusetts Bay Colony.

He was also of seafaring stock and counted in one family six brothers at one time in command of vessels from distant ports. The Endicotts and Peabodys were of marked personality.

Quickness of temper was a characteristic inherited through their Endicott ancestors, but over which they ordinarily had control except on occasions which seemed to allow for righteous indignation. They never hesitated to say what they thought or to do what was considered best. It was always a saying in the family that they had many of the stern characteristics of the old Governor.



William Crowninshield Endicott, Senior, bore a striking resemblance to his magnanimous and intrepid predecessor. In 1884 he allowed himself to be nominated for Governor of Massachusetts and was defeated.

Appointed Secretary of War by President Grover Cleveland, he administered that office throughout the four years with dignity and ability.

He was an overseer of Harvard College and later a member of the Corporation.

He was a trustee of the Massachusetts Historical Society.

At Judge Endicott's death, the Honorable Richard Olney in his address before the Supreme Court described him thus: "A more dignified, graceful and effective presiding magistrate it has never been my fortune to see on the bench. Judge Endicott was always and everywhere a gentleman."

Such personalities as Mr. and Mrs. William Crowninshield Endicott, Senior, creating an atmosphere among their family and friends, are of great influence, which unconsciously may delay the full development of those closest to them.

William Crowninshield Endicott, the younger, was born in Salem on September 28, 1860, in the large wooden house at 365 Essex Street.

It is now owned and occupied by Mrs. George S. Parker, and it is nearly opposite the Salem Public Library.

William's childhood was spent largely in the garden behind his father's house and his boyhood was exceptionally protected. He made many visits to his Peabody and Endicott grandparents and this thread of thoughtfulness extended from boyhood through old age.

He always sought out quaint and lonely people and brought them cheer. He and his sister Mary went often to "The Lindens" in Danvers, where they visited their cousins.

He attended the Bowditch Grammar School and Salem High School. He entered Harvard in 1879 and was graduated in 1883, and he was liked and respected at college for his fine qualities.

Even as a child, William C. Endicott appreciated the fine examples of the domestic architecture of Salem.

His own garden went back to Chestnut Street, and he was surrounded by outstanding examples of Samuel McIntire's artistry.

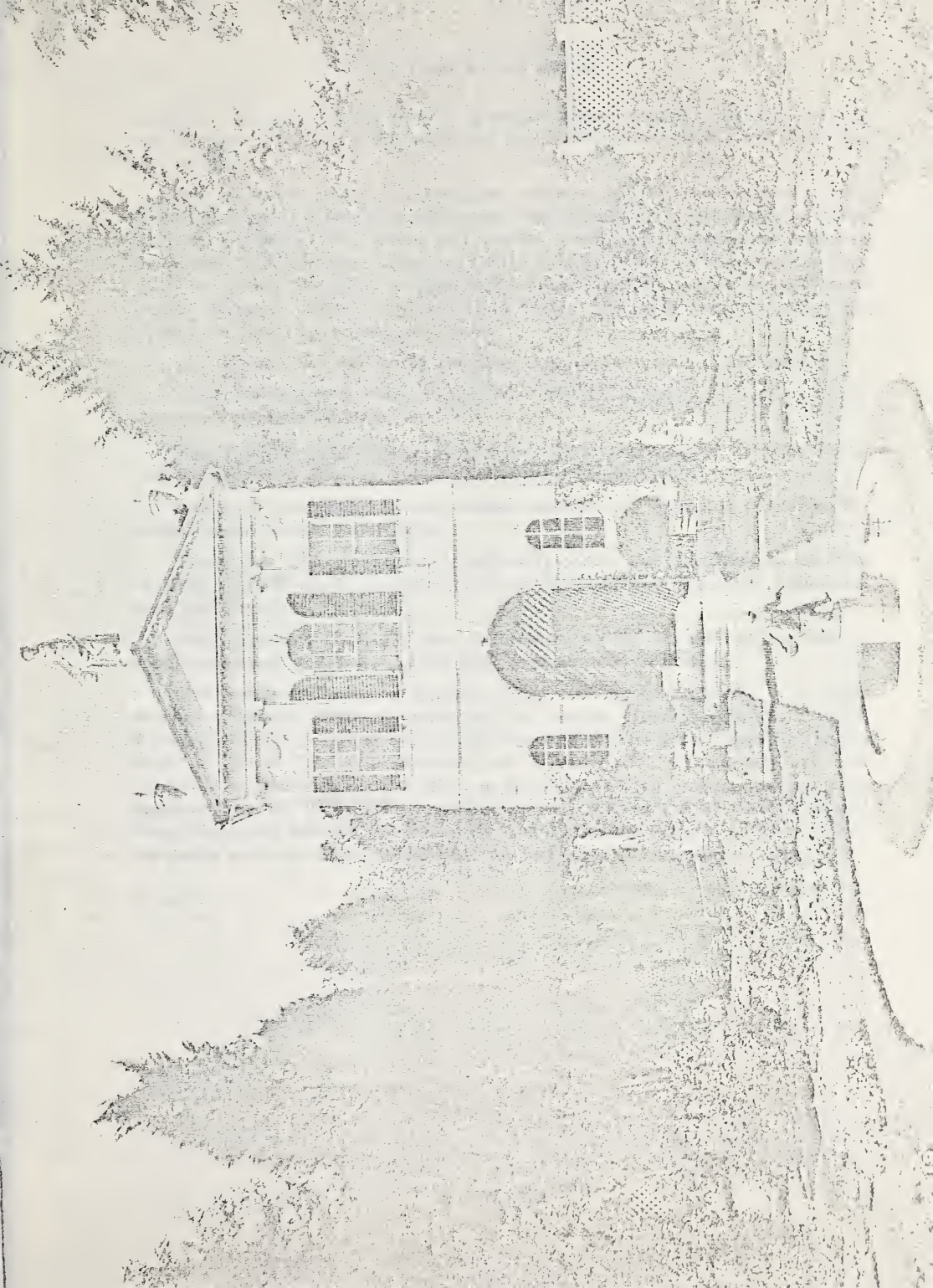
He liked the great houses, three stories in height, with tall pilasters at the corners. In a letter which he wrote as a boy he told his grandfather, William Putnam Endicott of a visit to an elegant country seat, with beautiful grounds in landscape style and he described the majestic curved portico with great care.

It was his dream to become an architect and to create beautiful estates.

He visited the McIntire summer house on the Derby Estate in South Danvers, later owned by the Osborne family.

This was once a Crowninshield possession and his father's mother was Mary Crowninshield.

There is little doubt that if William C. Endicott had become an architect he would have achieved elegance and restraint in his designs for houses and solved complicated problems and experimented with new methods of con-



struction, for with all his love of tradition and a gracious, dignified way of life, he was to the end of his existence much alive, ever growing and eager for new things.

But his father wished him to become a lawyer and he entered Harvard Law School. He did not complete the course but studied in a law office in Salem and was admitted to the Essex Bar in 1886. He served as private secretary to his father in Washington when his father was Secretary of War, and for four years he had a law office in Boston. He became private secretary to Richard Olney, Attorney General of the United States, and later was Attorney for Pardons in the Department of Justice.

His interest was not in the practice of law, but in the care of estates.

Grace Church, Salem was always his Church and here was read his burial service on December 1, 1936.

The William C. Endicotts passed over forty-seven years in sympathetic and loving companionship, full of devotion to his mother.

Louise Thoron Endicott was always patient and kind and consulted her mother-in-law about every detail.

Except for visits to Europe in the early years, and a journey up the Nile in 1930, Mrs. Endicott remained much at home giving delightful luncheons, teas, and dinners.

Mary Endicott Carnegie died in London in May of 1957 in her ninety-fourth year and in March of 1958 Mrs. Endicott died in Boston.

Mrs. Andrew Jacobs, a granddaughter of Jacob Endicott, a younger brother of Samuel Endicott, wrote for the Danvers Historical Society in 1893, a memoir of her grandfather in which she said:- "Last year I stood in the old Endicott Burial Ground in Danvers, side by side with my mother and two others of my kith and kin. The day was declining and the evening shadows were beginning to fall, while under our feet lay men and women who had lived and been happy and suffered like ourselves, and the feeling came to me how blessed we ought each one of us to feel that we had come of honourable lineage."

SEVENTY-FIVE YEARS AGO

BY MISS MABEL SPOFFORD

No century in history has brought as many changes in the way of life as the last hundred years.

These changes were well on their way when the Danvers Women's Association was conceived in April, 1882, seventy-five years ago.

Two steam railroads were flourishing here. The Eastern Division ran frequent trains through Danvers from Danversport, Peabody, Salem, Lynn, Chelsea and Boston to Middleton and Lawrence. The Western Division ran frequent trains from Lynnfield, Wakefield, Malden, and Boston through Danvers to Topsfield, Georgetown, Haverhill, and Newburyport. There were nine stations in Danvers, and, I think, they were all heated. They were named: Danversport, Eastern Division, Danvers Junction, Beaverbrook, Asylum Station, Collins Street, Tapleyville, Western Division and Putnamville.

Horse cars ran frequently to Peabody and Salem from Putnamville and Danvers Center, now Danvers Highlands. (The name Center had been appropriate when, in its early years, it had been the first section of town to attain any importance.) The Beverly Streetcar Line opened some years later with storage battery cars.

A few streets were lighted by gas, and many home owners had a lamp post at the gate, where, each evening, they placed their own lighted kerosene lamps. The principal streets had the dust laid in summer by the sprinkling carts. These were filled at standpipes in Danvers Square and in other parts of town.

A water system had been installed six years before, and homes had been connected for four years. At the end of the year 1882, 996 families were supplied with water, but their plumbing fell far short of our modern standards, for, among those 996 families, there were only 1207 faucets, 65 bathtubs, 63 water-closets, and 23 stationary tubs.

During the previous year, 281 tramps had been lodged at the Police Station and fed on dried fish and crackers, but that was the banner year for tramps because of a change in the vagrancy law.

Our army was still fighting Indians in the West. Only six years before, the entire nation had been shocked at the complete annihilation of General Custer and 225 cavalymen, who were attacked by more than 2500 warriors of the Sioux and Cheyenne tribes in Dakota, where 25,000 Indians had assembled. A few years later, the D.W.A. ladies heard a lecture on the subject, "With Custer's Army on the Plains."

Many single women in Danvers were employed in the nine shoe factories.

In Lawrence and Lowell, the mills employed women; among them, Lucy Larcom the poet, who came twice to D.W.A. to read her poems and those of her associates.

Nearly every family had a full-time "hired girl," who cooked and cleaned, filled the lamps and polished their chimneys, washed and ironed; that also included bringing the tin or wooden tubs from the cellar and woodshed, heating the water on the stove, heating the irons on top of the stove; then she acted as baby sitter, all for \$3.00 a week, with Thursday and Sunday afternoons and evenings off.

Milk was poured into your pitcher from an enormous tin can which had a great wooden stopper. The milk man and every other delivery man drove a horse. Every summer there were flies. Housewives fought them with plates of wet black poison fly paper. Every summer there were many very sick babies.

Although most people read serious literature, not many men, and very few women, went to college, but our first President, Mrs. H. L. Wentworth, was a college graduate. She had come from Roxbury and had many Boston friends. She was highly cultured, stately in the Mid-Victorian style, blonde, beautiful in face and figure, always kindly, and she had a pleasant voice. With her husband, Philip Wentworth, and two daughters, she lived at Locust Lawn, the Kimball Estate, off Nichols Street near the turnpike.

This is the way the Danvers Women's Association began, as described by the first secretary, Miss Eliza O. Putnam:

"It was in the early part of April, 1882, that a few public spirited women conceived the idea of forming a club or association, whereby the different sections of Danvers might be brought into closer communication with each other and both their social as well as intellectual natures be ministered unto as well as developed."

Invitations were accordingly issued to those who felt interested in such an enterprise, to meet at the residence of Miss A. L. Page, for the purpose of discussing the subject and to organize for the same if it seemed feasible.

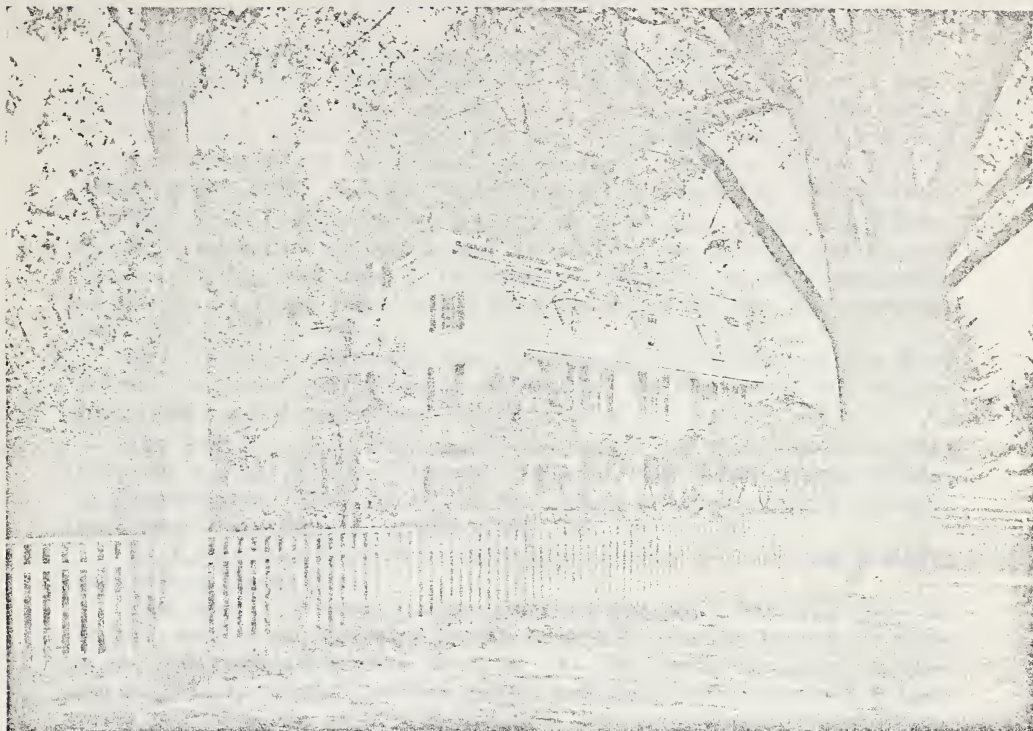
The call resulted in the assembling of about twenty ladies who, after due deliberation and a full understanding of the object of the movement had been arrived at, (for some feared it might be only an attempt to further Women's Suffrage) unanimously voted to form an organization under the name of the Danvers Women's Association with a Board of Officers to consist of President, two Vice-Presidents, Treasurer and Secretary with eight directors, to be elected annually by the Association. A committee was chosen to prepare a code of by-laws to be presented at the first regular meeting of the body appointed for April 25th at Miss L. M. Shepard's, on which occasion it was with some slight variations adopted as presented. The purpose was stated in Article 2: "The object of this Association shall be the consideration of matters of common interest, general improvement, and social enjoyment."

Before the date appointed, all ladies who might be interested received invitations to attend a lecture by Mrs. Diaz of Boston. Seventy responded. Her subject was "Women's Work for the Millennium."

Millennium is a word in the prophecy in Revelations, twentieth chapter, verses 1-5 and it was used here to mean a period of perfect happiness, beneficial government, and the like. They were valiant women, and, unabashed by the loftiness of such a goal, many joined the Association.

At this first regular meeting, April 25, 1882, the code of By-Laws was accepted, and the following officers were elected:

President, Mrs. H. L. Wentworth; First Vice-President, Mrs. Sarah E. Fiske; Second Vice-President, Miss Annie L. Page; Treasurer, Mrs. Venila A. Burrington; Secretary, Miss Eliza O. Putnam; Directors: Mrs. Ellen A. Spofford, Mrs. Clara H. French, Mrs. Mary S. Andrews, Miss Jennie Horswell, Miss Ellen M. Putnam, Miss Annie M. Wentworth, Mrs. Susan B. Sanger, Miss Lizzie M. Shepard.



THE 1754 PAGE HOUSE

This modest gambrel-roofed house, pictured on its original Elm Street site, is unquestionably the most historic home in Danvers.

In addition to its familiar associations, the Page House was host to the initial organizational meeting of the Danvers Women's Association. Annual meetings of The Danvers Visiting Nurse Association were also held here, according to Claire Gay's article on the fiftieth anniversary of the D.V.N.A. appearing in this volume.

Let me introduce you to some more of these ladies:

Mrs. Fiske was a tiny, dignified, erect little lady, with a firm mouth, which softened into a lovely smile, and she had a fine sense of humor. Mr. George W. Fiske was a Boston merchant, and they lived at the corner of Locust and Poplar Streets, in the house which served for a time as the rectory for Annunciation Church. She was Vice-President twice, each time for two years.

Miss Annie L. Page was known to us as Anne Page, a pioneer in Kindergarten, a teacher of teachers as well as children. Her house, where the preliminary meeting was held, is the historical Page House, but it stood then on Elm Street, facing down toward High Street and the Port. She served for two years as Vice-President.

Mrs. Venila A. Burrington was the wife of the Principal of the High School. She served most efficiently as Treasurer for nine years, '82 - '91. Her record books are models of accuracy and clarity.

The Secretary, Miss Eliza O. Putnam, served one year, and during that time, she gave a paper on "Property Laws as They Affect Married Women in Massachusetts." Then she left to be a school principal, married and came back once to give another erudite paper.

For a year, Miss Horswell was Secretary. She lived in one of those beautiful old homes on Spring Street.

Miss Ellen M. Putnam was Secretary for two years, and Miss Mary W. Nichols, aunt of our Miss May Nichols (a schoolteacher in Danvers for many years), was Secretary for five years, '86 - '91. The reports of these four ladies are remarkably complete and are written with much enthusiasm. All of them wrote in a very fine hand, with fine pens, and they often filled from three to five pages with descriptions of the lecture, the discussion and questions which always followed, and their own lively comments. The ministers, Rev. G. B. Rice of the First Church and Rev. E. C. Ewing of Maple Street Church, were present sometimes and joined the discussion.

Mrs. Helen L. Wentworth was the dearly loved President for seven years, '82 - '89. In September, '88, the Association gave her a farewell reception on her departure for a long tour of Europe. The Vice-President, Mrs. Ellen A. Spofford, acted as President for the rest of Mrs. Wentworth's term, and was then elected President for two terms, '89 - '91.

Mrs. Spofford lived in the house on Sylvan Street which is now the Legion Home, and kept boarders, all kinds of fine people: teachers, retired professors and their wives, visiting ministers, doctors, young people who were recently married and waiting for a house to be finished. She and her husband, Mr. Augustus M. Spofford, and many of the boarders, were singers, and the double parlors often rang with the music of real old fashioned "sings." She was cheerful, capable, somewhat stout, with very pretty hands and feet. No one else in the world has ever produced such delightful fragrances as always lingered in her kitchen and pantry. She had served as Director for two years and Vice-President for five.

Now, a little about the Association and its activities. After the first regular meeting at which the ladies heard Mrs. Diaz tell how women should work for the Millennium, they engaged her to give three public lectures in Town Hall. Tickets cost 15 cents. These were well attended by women and men, and the proceeds provided for the immediate financial needs of the association.

The next year Mrs. Diaz was asked to repeat her first lecture, and she lectured several times afterward. On one or two other occasions, a lecture was repeated by request.

The subjects of the lectures were varied and included travel talks with vivid descriptions of Mammoth Cave, Yosemite, Colorado, India, and the Catacombs; Spanish and Italian Artists; Ceramics; Health and Hygiene, Heredity; The Tonic SolFa System of Teaching Music; Elocution, Oratory and the Dramatic Arts; Biographies, including, Mary, Queen of Scots, and Charles Sumner. Only one or two were illustrated.

A very serious discussion on the propriety of reading novels followed a lecture on Charlotte Bronte and George Elliot. Repeatedly, during these nine years, the subject was Temperance. Two of these lectures were given by Mrs. Mary A. Livermore; and one by Miss Elizabeth Toby resulted in the formation of the Women's Christian Temperance Union. Mrs. Spofford was active in that, and she always wore a tiny white ribbon bow, the badge of the W.C.T.U.

After a lecture on Hampton Institute in '85, the D.W.A. gave \$70 a year for three years to pay for the tuition of a negro girl. Following a lecture on the Royal School of Art at Kensington, a class was formed to learn Kensington Embroidery. A cooking class followed a lecture on the Science and Art of Cooking. Active participation in the work of the Fresh Air Fund resulted from a talk on that charity.

For several years a group met for the study of the Poets. In 1890, members of D.W.A. wrote, read at two meetings, and later published, a little magazine called "The Echo."

Three trees, planted on Arbor Days, were watched over and protected for several years.

Perhaps the most unusual person to appear before the D.W.A. was Miss Laura Bridgman, the first deaf, blind, dumb person to be educated. She was presented with a cameo pin, and she discovered that the carving represented a face. She asked if it was a man or a woman, and when told that it was a woman, she kissed it.

On one occasion, Mrs. Julia Ward Howe could not come when expected. In such emergencies, the local ministers or Mrs. Merrill of the Willard Hall School for Girls, filled in. The ministers spoke on scientific and timely topics in witty and entertaining style.

Another local favorite was Perley White, a charming young lawyer, who became Judge Alden P. White, and was always a delightful speaker.

Ezra D. Hines gave talks on local history, and Miss Annie L. Page on Kindergartens. Prof. Morse, who is responsible for the outstanding Japanese collection in the Boston Museum of Fine Arts, spoke on Home Life in Japan.

These D.W.A. ladies were eager listeners. I remember my family recalled and discussed the lectures for years. Who can estimate their influence?

Three times a year, after the lecture, there was a social tea. These were really substantial suppers, served under difficult conditions in the early years before tables and dishes had been purchased. Some gentlemen and friends were present to enjoy a social hour and entertainment of music, and recitations by local people. One time, Perley White and Dr. Gorton conducted a mock trial about people who had been poisoned by canned food.

At first, Association membership was limited to 100, then 110, and then 130. Dues were \$2.00. Meetings began in October and extended through June.

There were always eight or nine Putnams in the list of members.

Each year there were thirteen officers, and during the first nine years, forty-six women had held office. In 1891 a Corresponding Secretary was added, and among the fourteen names, nine were new names. Only fifty of the 130 members were members in 1882.

We might say that Mrs. Spofford's term ended the first dynasty.

Mrs. Evelyn Fellows Masury began the new dynasty.

She was a very energetic, aggressive, but friendly lady. She was stout, with bright brown eyes, a wide smile, and a big voice which could be heard in any hall. She had one son, Alfred, who wore Lord Fauntleroy suits, and long bright red curls until he was quite a big boy, but he was not in the least a sissy. He had a brilliant mind, and in the midst of a successful career, he was killed in the wreck of the U. S. Navy Dirigible Balloon Akron, off New Jersey, April 4, 1933.

Mrs. Masury loved to hobnob with politicians, and her home, especially in her later years, was always open to men who were distinguished in local and national affairs.

The D.W.A. was losing its fear of Women's Suffrage!

A LETTER TO EBENEZER HUNT

Boston, July 31, 1841

Ebenezer Hunt, M.D.

Dear Sir

At the Liberty Party convention held in Boston on the 24th and 25th of February last, the subject of nominating Gov. and Lt. Gov. of this Commonwealth, was referred to the State Central Committee with power to nominate suitable candidates for those offices, as early as practicable.

In the discharge of that duty the Committee met in Boston this day and after mature deliberation unanimously

"Resolved that Ebenezer Hunt, M.D. of Danvers be nominated as a suitable person for Lt. Governor of this Commonwealth, and that he be hereby nominated for that office."

It is with great pleasure I now communicate to you, officially, the above nomination for your consideration; and it is earnestly hoped that you will feel it your duty to lay aside all minor considerations, and consent to subscribe the cause of impartial Liberty, by permitting us to present your name for the suffrages of a free people.

Your most obedt. and humble Servt.

J. W. Alden, Secretary

State Central Committee, Liberty Party

THE WATERY GODS

A Revolutionary War poem included in the Orderly Book kept by Benjamin Peabody
of Middleton at West Point in 1780

ATTRIBUTED TO BENJAMIN PEABODY

In dalliance soft and amorous play
On fair Belona's breast,
Surprised he reared his hoary head.
The conscious goddess shook with dread,
And all her fears confessed.

Loud thunders rolled through heaven's domain.
The ethereal world was wrapt in flames.
The gods amassed and (Mars) spoke:
"Go forth, ye winds, and make it known
Who dares thus shake my aerial throne
And fill my realms with smoke."

The winds, obsequious at his word,
Sprang swiftly through to obey their lord
And saw two hosts arrayed.
The one, great Washington, was thine.
The other, Howe's disordered line
In terror and dismay.

And lo, they view America's sons
Deal death and slaughter with their guns
And strike the deadly blow,
Which made ill-fated British slaves
On distant shores to find their graves
And sink to shades below.

Amazed they tell of battles won.
That Britons reverse; Washington
Alone triumphant sits.
"Ah," cries the fair, "pray who is he
That does usurp this power at sea
And thus insults a god?"

The winds^{*} replied, "In yonder land
Great Liberty alone doth stand
And gives the heroes force.
And when her thundering cannons roar,
And strike with dread the distant shore,
'Tis he directs.

"And when the winged bullets fly
To check a tyrant's trickery
And lay his glory low,
Then Washington serenely great,
Though Death and Carnage round him wait,
Performs the deadly blow."

The gods with wonder heard the story,
Astonished viewed America's glory
Which time can ne'er subdue—
Great Warren's deeds and lineal fame
Join great Gates' immortal fame—
And cried, "Can this be true?"

Britain shall cease to plague mankind,
With sister tyrants strive to bind
And check the free-born soul.
To Washington what trophies yield?
Freedom shall flourish in the field
And roll from pole to pole.

Finis

* God in the original

A WAGON WHEEL STILL TURNS

BY THURL D. BROWN

Before we begin our story, a word or two about transportation in general is in order. To those hardy souls who ventured forth by sea, up the rivers and thence into the hinterlands of Danvers, geographical barriers were a hazard not easily overcome. The sea was ill tempered and turbulent; forests and tangled thickets were difficult to cut through or circumvent. Vast swamplands of unmeasured mire made other areas all but inaccessible, and hills and ledges reared skyward presenting natural handicaps to those who had come here to till the soil, build homes and businesses, and eventually to develop commerce.

The first mode of transportation was by water, usually by sail, up the rivers that like a three-pronged spear penetrated the inland areas of Danvers. Where the waters became shallower, a canoe hollowed out of a log was the only way to get into the environs of what later became our town.

As the land became sparsely populated with farms, the first means of getting from one place to another was by paths to the cornfield, worn deep first by foot and later by horse and rider. These eventually became a double path over which oxen could haul crude carts.

From the field connecting links there developed links to neighboring farms and thus the bridle path came into being which was later to become county ways, leading from village to village, and over these two-wheeled ox carts rumbled. Later came the four-wheeled wagon. These heavier vehicles we must suppose carried the lumber and supplies that went into building some of the houses yet standing and lived in today.

Passenger travel by land was limited to the horse. Then came the stage coach. As wheeled vehicles were brought more and more into general use, cartways began to appear in the woods all the way from Boston to Salem via Saugus and Lynn. Graded roads with hard foundations of native porphyry began to appear; other roads were built of hornblende but these proved too soft. It was found the "blue gravel" roads were best and could withstand the severest frosts. With passage of time the hard gravelled roads were widened and straightened.

By the time of the Revolution good carriage roads were found connecting most of the towns in the county. Streams, however, still presented a problem and thus arose the ferry service before bridges were built.

As many of you already know, as early as 1630 Old Ipswich road was laid out connecting Medford with Danvers, entering the town as we know it today, down Ash to Elm to Conant streets and thence to Beverly and on into Ipswich.

In 1802 turnpikes had emerged: one from Chelsea to Salem; another from New Hampshire to Methuen to Andover Bridge, with two branches, one leading to Reading, the other coming down through Middleton to Danvers and thence on to Salem. A year later in 1803 a post road from Boston to Newburyport was laid out for the purpose of carrying mail and passengers. This highway was planned in a straight line and was some thirty miles long.

The coming of the stage coach in 1774 revolutionized all extended travel, and its impact was to be felt for many, many years.

Let us then begin our story with the year 1825, but forty-four years after the Revolution and but thirteen years from the beginning of the War of 1812. With a population of between 3000 and 4000 Danvers, because of its many roads, its navigable waterways, Crane, Porter and Waters Rivers, had become a thriving and enterprising community.

Ice, a big commodity, when taken to Danversport and loaded on ships was transported far and wide. Produced here were sheep for wool, cattle, swine, Indian corn, rye, barley, oats, potatoes, hay, apples, plums, butter, cheese, honey, squash, beef and pork, milk; cords and cords of wood were cut and removed to other areas and here also was grown the ubiquitous onion, grown in such quantity that the town gained a nickname "Oniontown."

Industrially the town had a rolling mill, slitting and nail mills, an axle manufacturing company, saddle and harness makers, cartwrights, soap and candle makers, cabinet makers, tin-ware knockers, boot and shoe manufacturers, brick yards, shoe peg shops and last makers. South Danvers was noted for its china. There were box factories, a stocking factory, a bleachery as well as the carpet factory of Tapley fame.

Shipping was nothing new to this community, and it was not an uncommon sight to count 106 schooners and as many as 21 sloops tied up at New Mills or Danversport, bringing in cargoes of wood and bark, flour and corn, lumber, lime, salt, molasses, coal, and we might add rum and other strong spiritous liquors.

In this thriving and growing community was born one Ezra Batchelder on November 13, 1769, son of another Ezra Batchelder, a blacksmith and farmer who upon his death in 1809 was one of the largest landowners in town. The family was sheltered in a house that stood in the vicinity of the present Maple Street School and the former Charter Street School.

The Batchelder family history makes interesting reading, but we will not go into all the details; suffice it to say that they were excellent cabinet makers and the Ezra in which we are interested became an excellent cabinet maker and clockmaker and grew to manhood before ever a public school was established in town.

In fact when he was but thirty-one there were but twelve dwellings on the Plains and this portion of town claimed only two taverns, one store, one blacksmith shop, one butcher shop and two brick yards.

During the period 1800 to 1825 a new surge of growth was experienced by the town and during all this time the enterprising Ezra made clocks which today are a find for the antique dealer. Being a cabinet maker, he found no trouble in making the cases either for the grandfather type or the smaller type, although the works had to be imported from England. The clocks he made were known as the cased-weight variety, suspended on cords and operating on pulleys, which powered the rotary motion to make the wheels to go around and the hands to turn.

Thus long before he got into the express business "a wheel was still turning." The fact that he had to go to Boston to get the works for his clocks may have prompted him to take something with him when he went and returned with other commodities. We can only guess, but this enterprising man not only saw but lived through an era of expanding growth, and it is more than likely that he envisioned the great need of transportation. People were beginning to

travel in great numbers. In an old account of a court battle on laying out roads in 1808, Jonathan Prince records an "account of all the teams and chaises that have passed the shop (in Danvers Plains) where I work on the road to Ezra Batcheler's from September 9 to October 9, 1808" and this was certified to the court numbering an even 100: teams 32, chaises 68.

Probably most hauling of commodities up to 1825 was done by various individuals working independently, but it took Ezra Batcheler to open a new kind of business to service the farmers, manufacturers, and tradesmen, relieving them for more time to their chosen occupations and not having to spend the greater part of their time in going to and from Boston, Haverhill or Newburyport to obtain their necessary supplies or to deliver their goods.

Thus it was in 1825, the year the First National Bank opened its doors, the year that Lafayette dedicated Bunker Hill, that Ezra Batchelder sought to give residents of the Plains, communications between his town and Boston.

At the time the line was established, Danvers was composed of several villages: Danvers Plains, Danvers Center, Tapleyville, Danversport, and Hathorne. Mr. Batchelder drove what was known as a "road wagon" with from two to four horses, as the load called for, between Boston and Danvers, making about three round trips a week. He and a driver "Uncle" David Wilkins who worked for the company many, many years took in shoes and leather and other products of the factories and farms and brought back molasses, flour and "West Indies" goods for storekeepers. He picked up his clock works from the Liverpool packet at the wharf in Boston.

For about six years he conducted the business, then in 1831 he sold it to Joseph Porter and his son, the late Hon. J. F. Porter, a treasurer of the Danvers Savings Bank, which had by this time become an established institution.

The Porters ran the line until 1838 when "Uncle" David Wilkins and Daniel J. Preston took possession. By this time Danvers had become a leading shoe manufacturing town. These men operated the business until 1845 or 1848 (there are varying opinions on this). We do know there were withdrawals to start independent lines, mergers of old lines, and sales of merged lines. About this time Simeon Putnam and W.J.C. Kennedy took over. They were carpenters and builders and transportation was a new departure for them. At this time the great controversies of rail transportation were also making themselves felt. This meant the operators of the line had to compete with the ever-growing railroads, and it became necessary to re-route and adopt new lines.

By 1852, Mr. Kennedy left to work for the South Reading and Boston Railroad, leaving Putnam to carry on until 1862 when he sold to George Bell, who married one of Putnam's daughters. Mr. Bell conducted the business until 1895.

In 1868 Simeon A. Putnam gave up life at sea and started a line in competition with his brother-in-law George Bell. In 1873, he took as a partner Jacob Marston until 1878 when the partnership was dissolved and Marston established the line as Marston's Express of Boston and Danvers. In 1879, Charles Newhall, who had been head man of Bell's Express, purchased Putnam & Company and joined forces with Marston's until 1883 when Marston bought out Newhall, who was ill. In the meantime the firm had absorbed the line known as Tufts' Danvers and Lynn Express. That same year Marston further



UNCLE DAVID WILKINS

"He (Ezra Batchelder) and a driver 'Uncle' David Wilkins, who worked for the company many many years, took in (to Boston) shoes and leather and other products of the factories and farms and brought back molasses, flour and 'West Indies' goods for storekeepers."

expanded the business to take in Lynn, Haverhill, Salem, Beverly and Peabody, using railroads and teams to cover this route.

Now in 1874 there arrived in Danvers Marcus C. Pettingell, who worked for succeeding lines and who eventually took over from Marston around 1895 and who took in as a partner Michael H. Barry. This partnership bought out the interests in the Bell Express and kept the succession of the line from Batchelder to Bell.

These two successfully operated the business until 1914 when Mr. Barry retired and Pettingell took as a partner Andrew H. Dwelly, who resigned in 1916. Pettingell carried on alone to 1926 when he sold back to the estate of Jacob Marston.

During these years World War I made its impact on the railroads and much trouble ensued. The gasoline-driven truck was replacing the horse and many changes were being wrought in the express business in transporting goods from one point to another. Fred B. Marston of the Marston-Tapley shoe firm was administrator of Jacob Marston's estate, and he wanted Pettingell to take charge of the line. This was accomplished until 1926 when Joseph Tipert and Elforest Kimball took over Marston's Express Co., Inc. After a few months Mr. Pettingell retired after sixty years of experience in the transportation business. Mr. Kimball withdrew his interests in the business in 1928, and Mr. Tipert carried on alone until 1954.

During these years gas-driven motor vehicles made tremendous strides and by the time Mr. Tipert withdrew from the business big trailer trucks were an accepted means of transportation. The horse as a means of power had been completely eliminated and replaced. During his administration the location of the business from School Street to Putnam Street also took place.

In 1954, Mr. Tipert retired and sold out to David Blair, who conducted the business until 1958. During his ownership there came many changes such as the N.R.A., a code of fair competition, and later the Massachusetts Department of Public Utilities established regulations for the growing trucking enterprises.

In 1958, Mr. Blair sold out to Helen Pennell, a local woman, who had worked for the firm for the previous thirty-five years and who today is still "turning the wheels" for a twentieth century wagon.

When you pick up your Danvers Herald and look at the ad carried there, you can sweep back almost a century and a half to a wagon wheel that started to turn in 1825. You may recount the many changes that have occurred during all this time and proudly count off the former owners and the contributions each has made to Marston's Express, which today is recognized as one of the very first transportation companies to begin operations in the New World, and which has virtually grown up with the business, made its historic contributions to an enterprise that now ties into the very fabric of economic life as we know it and you can still boastfully repeat "A Wagon Wheel Still Turns."

FROM THE DIARY OF SARAH W. MUDGE:
JANUARY 24 - APRIL 17, 1878

Thursday, Feb. 28 (Cairo)

Pleasant with showers at noon

This morn the same party went to an island to see the Nilometer, by which the rising of the Nile is marked, just before we reached there we were stopped, they said a lady of the Harem was going out, but we three (ladies) were allowed to go in and had a very nice view of her as she passed by, dressed in lavender silk, with a pink hat and boots and white veil over her face, she was very pretty, one of the women with her was dressed in blue with black lace and the other two in black, she had several male attendants who were very careful of her and went to the boat with her but only one went in the row boat with her and the three attendants, they were rowed to Old Cairo just across the river and there probably took a carriage, she was the wife of one (of) the Pasha's.

Thursday, April 4th (Athens)

Pleasant

This afternoon at three went out and saw the King, George I, and Queen and four children go to ride, they are both quite young under thirty and she looked quite pretty, they were in an open carriage and had a foot man with the driver, we went into the garden which is open to the public after 3 P.M. it is quite extensive and might be very pretty in summer, we saw the youngest child there with the maid.

Saturday, April 6th (Athens)

Pleasant

This is the 57th anniversary of the independence of Greece and is quite a day here. The buildings are decorated with flags, about 9½ we went on the balcony in front, the street was then full of people, mostly men, soon the University students marched up the street and stopped and separated making a line on the edge of the sidewalk each side, carriages were passing most of the time and in many were men in uniform, the crowd was collecting on the square but kept back by the cavalry*. A little after ten, 20 or 30 cavalry men rode down the hill, crossed the square and down the street in front of the Hotel, this cleared the street so the students formed the front row, one carriage passed and then the State Carriage of the Royal Family, we could only see the Queen and one of the children both dressed in white and she looked very sweet and pretty, as it was covered the trimmings being dark blue, the driver was dressed in dark blue and silver, two foot men stood at the back and there were two out riders, two or three carriages and as many cavalry men back of them. They rode to the Cathedral, heard mass, and about half an hour returned the same way they went, the Queen was on this side, the crowd soon dispersed, the balcony was filled with strangers. At four P.M. the band played on the square

In the eve there were illuminations and the city looked quite brilliant.

* Original spelling

DANVERS CELEBRATES ITS INCORPORATION

At its meeting of December 12, 1960, the Society voted to hold an open-house program to commemorate the incorporation of Danvers as a town. The Society's purpose of acquainting our newer citizens with the heritage of the community they have chosen for their homes proved attractive to the other local organizations named in the proclamation below. The increase in participating groups and an expanded program necessitated extending the observance into a week's celebration.

DANVERS INCORPORATION WEEK CELEBRATION

Incorporated as a District — January 25, 1752

Incorporated as a Town — June 9, 1757

“The King Unwilling”

WHEREAS, the historic past of the TOWN of DANVERS is an illustrious one and should be familiar to all its residents, the week of June fourth will be designated DANVERS INCORPORATION WEEK to commemorate our establishment as a town;

WHEREAS, Danvers is a community with an ever-increasing number of new citizens taking up residence within its borders, DANVERS INCORPORATION WEEK has been especially planned as a sincere welcome to them; and

WHEREAS, the task of providing the multiplicity of activities to inform the public of their heritage is considerable, the following organizations are cooperatively working together for the success of this celebration: the Danvers Historical Society; the Peabody Institute; the Danvers Chamber of Commerce; the Danvers Community Players; the General Israel Putnam Chapter, Daughters of the American Revolution; the Danvers Women's Association; and Mrs. Day's Ideal Baby Shoe Co., Inc.

NOW, therefore, we, the SELECTMEN of the TOWN of DANVERS, do hereby declare the week of June the fourth DANVERS INCORPORATION WEEK and ask that all our citizenry, whether recent or long-established, avail themselves of this opportunity to become familiar with their community's history.

IN TESTIMONY WHEREAS, We have set our hand and caused to be affixed the Seal of this TOWN of DANVERS this first day of June, 1961.

Baron P. Mayer, Chairman

Arthur J. Whalen

Earle F. Robbins

Don M. Ingraham

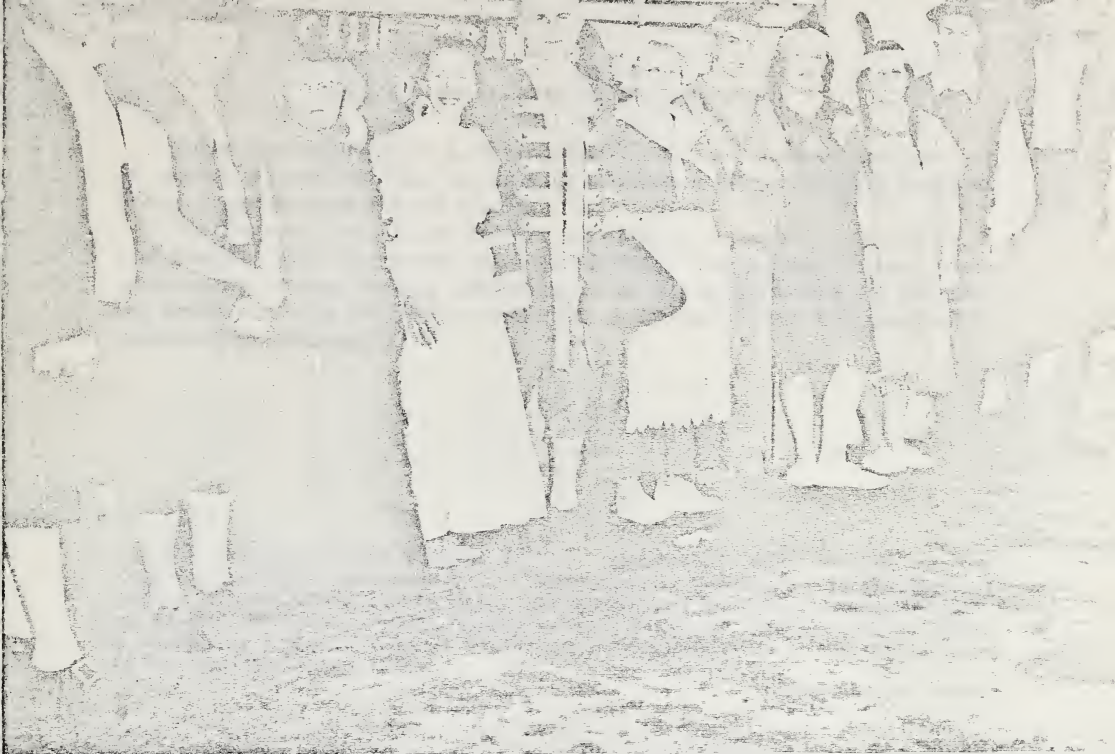
J. Ellison Morse, Jr.

The Danvers Chamber of Commerce enthusiastically endorsed the greatest variety of activities: the costuming of salespeople, an antique automobile parade, a zoo from Adventureland, a witches' brew (fruit punch) served to townspeople by costumed high school students, and a witch hunt in several stores for free tickets to the open house and to the production of Arthur Miller's *The Crucible*. Several months following the Incorporation Days celebration, the Herald learned that a photograph of two Danvers "witches" appeared in *The Stars and Stripes* newspaper in Leon, France. The picture had been sent out by United Press International as a news release.

The Society aided local merchants by lending them a number of items from its collection to be used for window displays. Pictured here is the display of children's toys in Woolworth's.

Courtesy Danvers Herald





Courtesy Danvers Herald

Danvers Square acquired a colonial appearance when the members of the Chamber of Commerce and their salespeople dressed in eighteenth-century costumes. The Elm Street merchants pictured here from left to right are William Burkinshaw, Saul Zang, Margaret Lawience, Florence Sullivan, Albert Weiner, Sarah Murphy, Barry Silva, Betty Spofford, Mary Greenlaw, Stephen Gately, and James Murphy.

The Danvers merchants who planned the Chamber's program were Mercantile Chairman Robert Merkle and Promotion Chairman Frank Good. Other committee chairmen were Harold Bethune, Fred Hunt, Donald Beaugage, and Alfred Hutchinson. The Chamber's able and energetic Secretary, Robert Crowley, was especially helpful, particularly in the liaison work he performed between the organizations.

The Society aided the merchants by providing a large assortment of items from its collection from which some very attractive window displays were created.

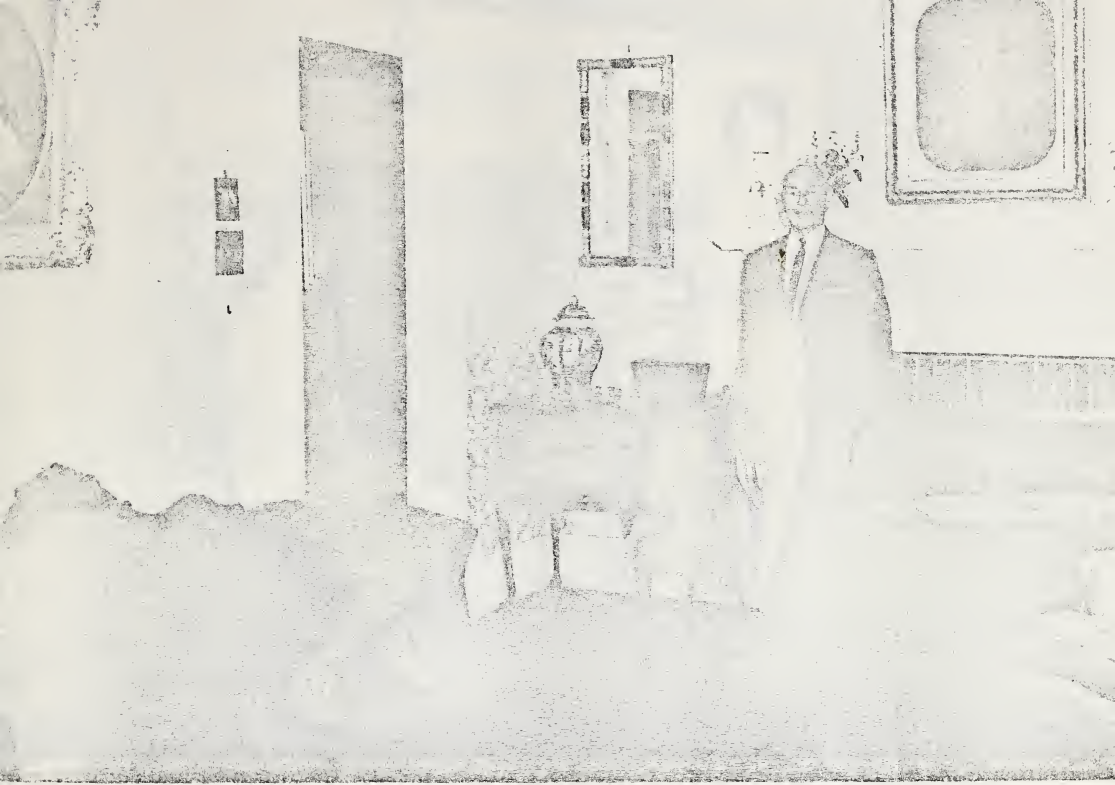
Under the leadership of Librarian Karl Nyren, the Peabody Institute put on display for the first time the Ellerton J. Brehaut library of 2,000 pieces of literature on the subject of witchcraft.

The Danvers Community Theatre on June 9, presented Arthur Miller's *The Crucible* under the auspices of the Institute. Commenting on the appropriateness of having his play performed at the site of the witchcraft delusion, the author wrote to Mr. Nyren concerning an incident he had witnessed while gathering his information:

The Danvers Little Theatre Players contributed their talents to the Peabody Institute's program in the Incorporation Celebration by performing Arthur Miller's drama *The Crucible*. The actors seen here are Francine Trevens as Abigail Williams; Robert Young as the Reverend Samuel Parris; Edna Kollonen as Tituba; Margaret Hutchinson as Rebecca Nourse, and Floyd Lutz as the Reverend John Hale.

Courtesy Danvers Herald





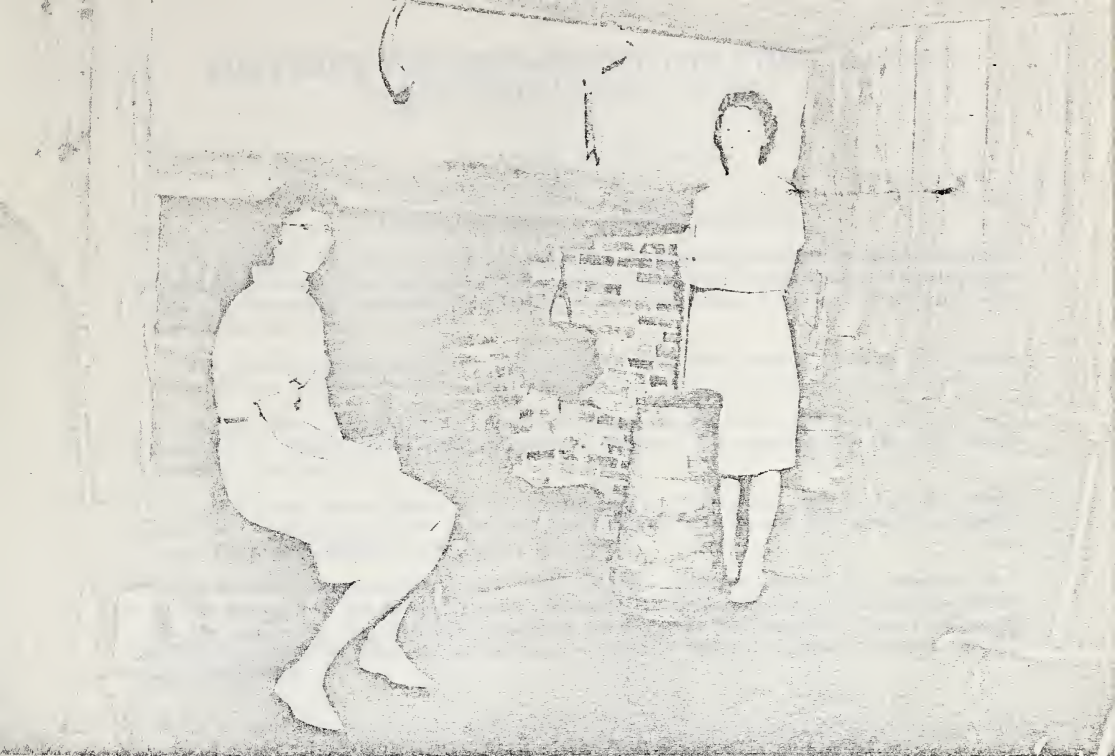
Courtesy Beverly Times

Among the fourteen houses and exhibits included in the Incorporation-Day Celebration was the handsome family home of the Society's Historian, Charles S. Tapley.

1605319

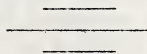
"As a matter of fact, I remember one night walking down the street after the Library had closed and seeing a crowd of 'teenagers running after a blue-jeaned girl hopping along on a broomstick — which convinced me that I had come to the right place."

The Society, for its contribution, sponsored the largest open house ever held in Danvers. Fourteen houses and special exhibits were available to the public. The living room, halls, and a bedroom of the Colonel Jeremiah Page House were redecorated for the occasion.



Courtesy Beverly Times

The earliest house included on the tour of historic homes was the 1636 Rebecca Nourse House. Mrs. Joanne Warner and Miss Linda Wood, the latter pictured here demonstrating a butter churn, assisted Mr. and Mrs. George B. Gordon in welcoming their visitors. In addition to the home owners and their hostesses, Boy Scouts of Troop 16, under the direction of Stephen Weston, aided the Society by taking charge of parking areas.



Among the special exhibits was a display of old photographs of Danvers shown in Memorial Hall. Society-member Richard V. Ellery opened his studio adjacent to his home, the Colonel Israel Hutchinson House, and the public was thus able to view portraits and landscapes by this renowned painter. Mrs. Day's Ideal Baby Shoe Company held open house in its ten-footer shoe museum, dating from approximately 1831. On exhibit here were examples of pegged shoes, the type of shoe that was originated in Danvers, and a complete collection of Ideal Baby shoes from 1902-1925. Two Howe sewing machines, straight lasts, lap stones, and a cobbler's bench were also to be seen.

CONTRACT FOR REPAIRS TO THE FIRST BAPTIST MEETING HOUSE IN 1804

BY ANNIE M. WINSLOW

(The original copy in possession of the church)

On November 12, 1781, less than a month after the British surrendered to the colonists in Yorktown, Virginia, the Baptists in Danvers and nearby towns began to hold meetings in the homes of Danversport in order to perfect an organization. Many of the men of the group were soldiers who had served in the army.

The first recorded meeting was on November 23, 1781, when Captain (later General) Gideon Foster of South Danvers was chosen moderator.

In 1782, Rev. Benjamin Foster, brother of Gideon became pastor and remained three years, going first to preach at the Baptist Church in Newport, R.I., and later to the First Baptist Church of New York City.

In 1783, the meeting house for the worshippers in Danversport was finished. The lumber which was hand-hewn was cut on Lindall Hill and hauled to the site still used for a meeting house. The present building is the third on that site.

In 1804 this first building needed repairs and the following contract was submitted. It is not considered that the undertakers are to repair the damaged pews in the meeting house; but the owners are to repair their own pews. At that time Rev. Jeremiah Chaplin was pastor of the church but he later became the first president of Waterville (Maine) College which is now Colby College.

REPAIRS OF THE BAPTIST CHURCH IN 1804

Be it remembered, that on this 19th day of October 1804 it is agreed between the proprietors, of the Baptist meeting house in Danvers, and Nath'l Webb, Isreal Hutchinson Ju'r Benjamin Kent & Willibe Wells of the afore s'd Danvers, in the following manner and form. Viz. the s'd Nath'l Webb, Isreal Hutchinson, Benjamin Kent, Willibe Wells, in consideration herein after mentioned, do for themselves their heirs & assigns, covenant with the s'd proprietors their heirs & assigns, that they the s'd Nath'l Webb, Isreal Hutchinson, Benjamin Kent and Willibe Wells, as their assigns shall and will within space of one year, from the present date, hereof in a decent & workman-like manner, repair and finish s'd meeting house, according to the following description. Viz. to take of the present coving and to finish the roof and gable ends with a coving that shall be decent; to build a porch with two doors, with two stairways leading into the galleries, if the bigness of the porch permits, and with a sufficient number of windows in the same: to lath and plaster s'd house completely; to finish the galleries reserving a sufficient number of seats for singers; to glaze s'd house handsomely: to build a decent canopy; to paint the pulpit, the front sides of the gallery, the pillars & all the outside of the house, except the clapboards & shingles & likewise to alter the North door head of s'd meeting house, and fix it on a decent plan.

In consideration whereof the proprietors of the s'd meeting house do for themselves, their heirs and assigns relinquish to the s'd Nath'l Webb, Isreal Hutchinson, Benjamin Kent, Willibe Wells their heirs and assigns all the right and title to all the pews which remain unsold in s'd meeting house together

with all which may be built in the galleries, likewise that the committee lately chosen by s'd proprietors pay to Nath'l Webb, Isreal Hutchinson, Benjamin Kent, Willibe Wells or their assigns, all the monney that is or may be raised by the subscription / purporting a subscription by s'd proprietors and others for repairing and furnishing s'd house / as soon as they obtain the same. To the above agreement the s'd Nath'l Webb, Isreal Hutchinson, Benjamin Kent, Willibe Wells and s'd proprietors do bind themselves respectively their heirs and assigns to the faithful performance thereof

Isreal Porter	}	committee undertakers	}	Nath'l Webb
Willibe Wells				Is Hutchinson Ju'r
Eben'r Dale				Benj'a Kent Willibe Wells

proprietors

Isreal Hutchinson
 Sam'l Fairfield
 Nath'l Putnam for himself and heirs
 Thos Putnam
 Rich'd Skidmore
 Joseph Smith
 Samuel Dutch
 Samuel Fowler
 Isreal Porter
 Is Hutchinson Ju'r
 for heirs of Eliz'r Dolbert
 Elijah Pope
 Elisabeth Upton
 Newhall Willson
 Benj'a Kent, Guardian for
 Joseph Kent
 James Carr Ju'r
 Joseph Kent
 Elias Endicott
 Simon Pinder
 John M. Intier
 William Cutler
 Gideon Foster
 Nath'l Pierce
 Seth Richardson
 Josiah Pierce
 William Abbott

proprietors

We the Subscribers Being
 a Committee Chosen by
 the proprietors of the
 Baptist meeting house
 to see this Forementioned
 Obligation made and agreed
 on betwene Nath'l Webb, Isreal
 Hutchinson Ju'r Benj'a Kent
 & Willibe Wells & the proprietors
 compleated agreeable to this con-
 tract or obligation. We say it is
 our Oppinion that the above named
 Nath'l Webb Isreal Hutchin-
 son Benj'a Kent & Willibe
 Wells finish the meeting house
 agreeable to contract.

GENERAL GRENVILLE DODGE

A Talk Presented before the Society

BY THOMAS SHEHAN

What I am going to try to do is to bring General Dodge back to life, as a newspaperman looking back sees him, so that we can have some understanding of him as a man. In doing so I will leave the statistics, the pedestrian recital of his chronology, etc. to the more historical minded.



Cadet Grenville Dodge

Courtesy Norwich University

mates were already engaged in railroad surveys and got a job as a rodman for the Illinois Central Railroad.

However, he was fortunate in that although he was only twenty years of age at the time his boss in Peru, Illinois was a celebrated railroad building engineer of that day by the name of Philip Dey. And that Dey, spotting his latent talent, put him in charge of locating the Rock Island Railroad between Danvenport, Iowa, on the Mississippi River and Council Bluffs, Iowa, 400 miles away on the Missouri River.

Dodge wrote his mother from Peru, Illinois that "Parties, barn dances, horseback riding, and 'girls in flaming calico dresses', interested him. Here he met Anne Brown and later, May 29, 1854, here in Danvers, he married her. Theirs was a lifelong marriage, and a happy one except for one occasion many years later, when Anne caught him out of line, but that's another story I will reserve for later.

Dodge was also later given the assignment of locating the eastern terminus of the Union Pacific Railroad, and he determined that it should properly be at Council Bluffs, which is across the river from Omaha, Nebraska.

Financial interests, so we're told, were determined to have the railroads

When an author borrows from one source what he has done is known as plagiarism — and he can be sued for his literary larceny.

What I have done, however, is to borrow from many sources to fit this word portrait of our man Dodge together. That's known as research and perfectly legal and proper.

General Dodge was born in Danvers, in Putnamville, on April 12, 1831. He attended Danvers schools, went on to Durham Academy in Durham, N.H. to prepare for Norwich University in Vermont. Which school, by the way, perpetuates his name and fame in Dodge Hall, one of the dormitories there.

When he got his degree in Civil Engineering and Military Engineering, he immediately headed west to Peru, Illinois where a couple of his class-

cross the Missouri at other points. Now Dodge was young, but he was nobody's patsy and he was confident that he had the right answer to the engineering problems involving the location of the railroad. Right here Dodge took his stand which the poet has described in the lines:



Courtesy Essex Institute

BIRTHPLACE OF GRENVILLE DODGE, LOCUST STREET

"There is a tide in the affairs of men
Which, taken at the flood, leads on to fortune:
Omitted, all the voyage of their life is bound
In shallows and in miseries . . .
And we must take the current when it serves,
Or lose our ventures."
—Shakespeare

A company was formed, the Pottawatomie Company, and agreed to authorize a \$300,000 issue of bonds if Dodge would raise the money. He agreed, was successful in raising it, and began to survey in the railroad.

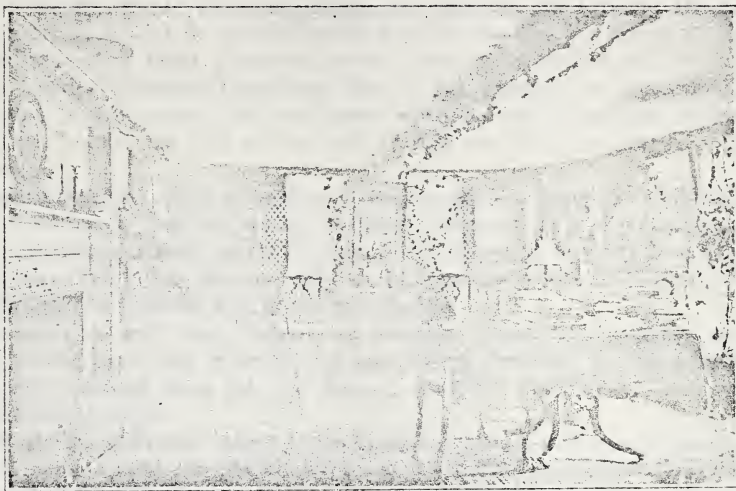
You can see from this start he was definitely a pioneer, not a conformist.

General Dodge held top rank in the Army, but he wasn't rank happy. We're told that while building the railroads prior to the Civil War he organized his own militia company, of which he was elected captain. He also organized a battery of light artillery which won fame during the Civil War and was known as "Dodge's Battery."

First assignment that his troops had came when Governor Kirkwood of Iowa, without a militia to call upon, asked Dodge to handle an outbreak of violence at Vermillion, Iowa where some miners were on strike. When he handled that with dispatch, the governor asked him to go to Washington and get arms to equip a state militia, something neither the governor nor Iowa's representative in Congress had been able to accomplish.

Simeon Cameron was the Secretary of War at the time, and he denied that any arms were available to outfit the Iowa Militia; but the resourceful Dodge got Cameron to commit himself that he would give him any arms that

he could find. Whereupon he got hold of an ordnance man that he had met on his trip east and together they ran down some arms, a stand of 6,000, that had been forgotten and was in a Washington Armory. Cameron tried to talk his way out of that promise, but Dodge wouldn't release him.



Courtesy Essex Institute

AN INTERIOR IN THE BIRTHPLACE

Secretary Cameron, impressed with the young man's tenacity, offered him a commission in the regular army, but Dodge told Cameron that he was unable to accept it because of his commitment to Governor Kirkwood. Kirkwood made him a Colonel in the Iowa Fourth Infantry at the urging of Secretary Cameron.

Another sidelight on his character is also provided by one of his experiences in connection with his militia units. Money was slow in finding its way out of Washington and so Dodge pledged his own credit to uniform his men.

Still later when his friend General Curtis, a man he had assisted in getting his stars, passed him over in his promotions and put a couple of men of inferior rank over him, Dodge refused to join a colleague, also passed over, in wounds in the war, he was able to save Curtis from disaster. That was during the terrible winter campaign of 1860-61. For this he was promoted to Brigadier General.

And the story is told, which may or may not be purely apochryphal, that when his men ran out of ammunition there he ordered a charge and routed the enemy with steel.

One of the sidelights of the Battle of Pea Ridge that interested and amused me was that it was reported that four horses were shot from under him. Did you ever notice in all of the stories of all of the wars up to World War I that the authors always emphasized the importance of their heroes by the number of horses they have shot out from under them?

It is a commentary on our man Dodge that while he was recuperating from his wound he supervised the rebuilding of the Mobile and Ohio Railroad

with nothing in the way of supplies and materials to do it with. It was here that he came into contact with General Grant as this job assured Grant of the supplies for the campaigns in the West which attracted President Lincoln's attention to Grant as that rare item of his time, a General who believed in using his armies to fight.

As a result Grant appointed Dodge to command the Central Division of the Mississippi. It was in this command that he revealed his talent for organizing and recruiting spies, using the prairie scouts that he had met while doing surveys. General Sherman described him as the greatest in this field. The same talent was to serve him well later when he was a railroad lobbyist in Washington because he was always able to find out what was going on in the other camp.

General Rawlins, chief of staff, was responsible for Dodge's meeting Grant. When Grant nearly lost the battle at Corinth because he was unaware of the reserve strength available to the Rebels, it was General Rawlins who told him that General Dodge was the man who could organize scouts and spies for him, although Rawlins himself had never met Dodge.

The story is told that Dodge was worried about the uniform he was wearing when, fresh out of battle, he met Grant, but that he later confessed that he felt relieved when he saw Grant's uniform, for Ulysses was no spit and polish man himself.

Only Dodge knew the names of his spies and scouts and once when General Hurlburt, commanding the Sixth Corps at Memphis, demanded their names, Dodge appealed to Grant over his head and the latter ordered that only Dodge need know the names of the spies. Grant also gave Dodge permission to sell seized cotton and use the money to pay spies.

This led to reports that Dodge was getting rich speculating in cotton and when Dodge appealed to Grant to vindicate him in some way the latter told him that he would have to grin and bear it. In fact, it was nineteen years after the war before the War Department closed up its reports on Dodge and his handling of this money by giving him a clean bill of health.

One of Dodge's ablest spies was the notorious Philip Henson who at Dodge's request pretended to be a spy for the Rebels while really working for the Union. It was his handling of the cotton money that started the reports that Dodge was speculating in cotton. Henson, by the way, never did win recognition for his exploits from the government, but he had a sense of humor and once wrote to Dodge:

"I have concluded to visit the Grand Army of the Republic at St. Louis next month and put myself on exhibition as the only living Federal Spy residing in the South, and possessing the longest beard of any living man. It is six feet three inches long. As Congress has refused to allow me anything for my services as a spy during the war, I have decided to adopt this method to help keep myself and wife in our old age."

The property confiscated from Henson at Rienzi, Mississippi, by the Confederates was never returned. He lived until 1912 and throughout those years General Dodge assisted him in every way possible, including financially, saying, "He was probably the ablest man in our secret service."

At Vicksburg, Dodge sacked Bragg's Army and destroyed twenty million dollars worth of rebel supplies. He did so well, in fact, that Grant recommended him for Major General.

While preparing for his campaign before Chattanooga, Grant ordered Sherman to bring Dodge along as "he", and I quote from Grant's letter, "is an officer on whom we can rely in every emergency."

The first task they gave Dodge on this campaign was the rebuilding of the railroad from Decatur to Nashville, 102 miles of road, 182 bridges, which had to be rebuilt with no supplies. With 15,000 men at his command Dodge lived off the country for four months and actually rebuilt the road in forty days.

Dodge also accomplished a comparative miracle by building a bridge 14 feet high and 1,700 feet long over the Chattahoochee River. Within a period of three days trees that had been growing in the forests were being used to support wagons and artillery moving over the river and on to Chattanooga.

Let me digress here to say that years later General Sherman used to hang around General Dodge's New York office and entertain the financiers with stories of the engineering miracles that Dodge had performed not only in the West, but also before Atlanta. Sherman, the man who is famous for a couple of quotations, notably "War is Hell!" and "If Nominated I shall Not Accept; if Elected, I shall Not Serve," was a tough old cookie but was unstinting in his admiration for Dodge. And here I might remind you that Dodge was not of the anointed as a member of the West Point Protective Society. He was a Norwich man, but his merit could not be overlooked.

General Dodge once told his biographer an anecdote revealing how the Generals relaxed. One night in Nashville when he went to a performance of Hamlet with Sherman in the scene where Hamlet soliloquizes over the skull of Yorick one of Sherman's soldiers, a little the worse for liquor, stood up and said, "Say, Pard, what is it Yank or Reb?" and they had to flee the theatre before they were recognized.

Once when Dodge wrote Sherman that some fellow officers were complaining because he, a Brigadier General, was leading a command that merited a couple of stars, and suggested that perhaps it would be well to give him a command more suitable to his rank, Sherman replied in a personal note: "Suppose you wait until some one complains who has a right to do so. Go ahead and do your duty and do not trouble yourself about others."

You could write a book about General Dodge's part in the Civil War alone. For example, Bruce Catton in his recently published book, *Grant Moves South*, tells us that Grenville Dodge was the first Union officer to utilize and arm the negroes. He writes of him as reporting to Grant while in Tennessee that he was using 1,000 negroes as teamsters, contraband guards, etc.

An amusing sidelight on this was that when President Lincoln ordered him to Washington shortly after it had become known that Dodge was the first to arm negroes, General Dodge thought he was being called on the carpet for it. He was relieved to learn on arrival at the White House that Lincoln had recalled a pre-war conversation with him at Council Bluffs and wanted to ask him his opinion about the location of the transcontinental railroads.

It is of interest that while Dodge was with the Army in Tennessee Charles A. Dana of the *New York Sun* was sent there by Lincoln reportedly to ascertain the sentiments of the Army toward his plan to free slaves via his *Emancipation Proclamation*. "I believe that the Negroes should be freed," Dodge is quoted as telling him. "They are the mainstay of the South, raising its crops and doing its work while its able bodied men are fighting the government."

On his return to New York, Dana wrote Dodge asking for his views and published them. This, plus his use of the negroes as guards and workers, infuriated the Southerners and demands were made on General Forest and other Confederate officers to capture Dodge and hang him without trial.

Later Dodge was to comment, of that first meeting with Lincoln, at the Palace House in Council Bluffs, "He shelled my woods completely and got all the information I had obtained for my employer, Henry Farnham." However, regarding the episode from hindsight, it is just as well that Dodge had opened up with Lincoln the way that he did as it led to the aforementioned trip to Washington and his early emergence from the Army to build the railroad.

Listen now to what Stewart Holbrook has to say about Dodge in his very popular book, *The Story of Railroads*. "When impassioned orators spoke of the first transcontinental as a Path of Empire, they were not speaking bombast. It was sober truth. It was also no less than a monument to Grenville Dodge, an able soldier and the greatest railroad builder of his time."

Later in the same book Holbrook writes of Dodge, "Planting his home in Council Bluffs, Dodge ranged the midwest with his surveying parties, traded with the Indians, and did some freighting (we know, for instance, that he brought the first freight to Denver). For almost a decade he received a practical education for what was to be his greatest work."

In Holbrook's book we encountered the Credit Mobilier Scandal. General Dodge's name was involved in this, but he was absolved of any wrongdoing. Credit Mobilier, as I understand it, was a combination of Union Pacific Stockholders and influential Pols who gave themselves favorable contracts with that railroad. There is a record of General Dodge's receiving a fee in excess of \$25,000 and a story involving a trip that he made to Washington at the time, but he maintained that the money was his as a fee for doing a job of lobbying and that none of it was used to give to Congressmen for their votes.

Many years later he wrote his official biographer, J. R. Perkins, the author of *Trails, Rails, and War, The Life of General G. M. Dodge*, "Men used to write me a great deal because they felt that it would be safe for them to do so. They would not have written if they had thought their letters would be published in their lifetime. Whether it would do any harm to publish them now, I am unable to say. You know, I never gave away a confidence no matter how it might affect me, and I don't want anything written that would injure the living or reflect on the dead."

Here I suspect, without any other reason than I am a suspicious man, that General Dodge was referring in so many words to his experiences in Credit Mobilier.

Of Credit Mobilier Holbrook writes, "Notorious or not, the trick concern provided immediate and lush funds for General Dodge's many surveying parties and his swiftly growing construction gangs. By the middle of September 1866, 180 miles of track had been laid, an average of more than a mile a day since General Dodge took charge. General Dodge, as you can see, was still making a habit of getting things done.

Credit Mobilier declared a dividend of 180%, which even for those days was high. The scandals came into the open during litigation between the Ames Brothers, Oakes and Oliver and the group led by Thomas C. Durant. It brought out that Oakes Ames, a congressman from Massachusetts, had been

distributing Credit Mobilier stock among influential members of Congress. "Where it would do us the most good," said Mr. Ames simply, according to Holbrook's report.

Involved were James Garfield, Schuyler Colfax, and others and Ames was impeached. "As a warning," Claude Bowers wrote later in his Pulitzer prize winning book *The Tragic Era*, "to corrupt politicians against turning state's evidence."

Of Ames, Holbrook writes, "Oakes Ames was made the goat of the whole rotten business and it is only fair to point out that more recent and cooler historical opinion has cleared him of being consciously corrupt. He had been both selfish and highly unethical, but these qualities were so common they should not in that gift era, have raised an eyebrow, had not thieves fallen out, and Congress not needed a figure to hold up to loathing and scorn."

The Dictionary of American Biography carries a recap of Dodge's railroad surveying achievements: "Dodge's surveys alone totalled 60,000 miles," it says. "His record places him high among the railroad builders of the world." He made his first survey across Iowa, as I have mentioned earlier, and thirty three years later, he made his last, the Mexican and Southern Railroad.

Right after the war with Spain, he organized the Cuban Railroad Company along with a Sir William Horne and built that road's line from Santa Clara to Santiago, which was the last piece of actual railroad construction that he supervised.

However, he was just as great a lobbyist as he was railroad surveyor and builder. For instance, from 1860 until he retired in 1912 he was constantly working on railroad legislation and was consulted by Presidents Lincoln, Johnson, Hayes, McKinley, Roosevelt and Taft.

Mention of Lincoln reminds me that there is a very human and heart warming anecdote about a visit General Dodge had paid to President Lincoln at Grant's request following a visit he had made to Grant at the Army of the Potomac's Headquarters at the time Dodge was recuperating from a near fatal wound received at Atlanta. Senator Harlan of Iowa took him in to see the President and after they had paid their respects, Dodge, not having any real reason for prolonging his visit, attempted to bow out, but Lincoln detained him and asked him to remain until they were alone.

When the door was locked, Lincoln instead of renewing the conversation picked up a humorous book by Artemus Ward and read to him from it, and they both laughed long and loud. After which he invited him to lunch. While at lunch Perkins reports that Lincoln suddenly turned the conversation to the Army of the Potomac and asked question after question about it. Then he pointedly asked Dodge his opinion of Grant and his plans to take Richmond. When Dodge said that he thought that Grant would whip Lee, Lincoln reached across the table and said with tones of deep emotion, "You don't know how glad I am to hear you say this."

As Grant had told Dodge not to be in a hurry to return to command, he went to Danvers and while there he went into Boston to attend a war demonstration at Faneuil Hall where Edward Everett was the main speaker. Somebody slipped a note to Everett telling him that Dodge was in the crowd and the speaker paid him a glowing tribute. He was called upon for a speech and when he rose to his feet a woman tossed him a large bouquet. The stems struck him

full on the forehead, reopened his wound, and covered him with blood, but the soldier calmly began his speech. He repeated his comment that Grant would whip Lee.

You can also probably guess from what you have heard of the man thus far that he was a favorite of President Roosevelt, even if they didn't always see eye to eye politically. He was of the same rugged breed as Teddy and the latter is quoted as having said that if General Dodge hadn't been so old at the time that he would have tried to get him to take charge of the building of Panama Canal. It might have been just a generous bit of blarney about an old friend, but there is enough to be found in General Dodge's record of achievements to believe that Teddy might have meant what he said.

Politically, General Dodge was a Republican all of his days, although he had a Democratic heritage from his folks here in Danvers where his dad had been appointed Postmaster by the Democrats. However, we learn from his own diary that he attended the Pottawatomie County Republican Convention in 1857.

Remember, the Republican Party was a fledgling group in those days. However, Dodge attended the Republican Party Presidential Conventions as a delegate, including the one where Lincoln won his nomination. And in that connection some historians are of the opinion that Lincoln was the choice of the railroad interests because he was known to be partial towards providing a subsidy for them to build their railroads, believing that it was in the interest of all peoples to get the country tied together by means of railroads. The Civil War served to emphasize the need of railroads more.

Heading west fully recovered from his wounds, Dodge was halted by a wire from Secretary of War Seward and placed in command of the Department of Missouri with headquarters in St. Louis. Now, Missouri was one of the border states, split wide open right down into family life with the feeling between the Rebels and the Union supporters. Rebel troops had raided the state with impunity and here Dodge replaced his old commander, General Curtis.

This was one of the most difficult commands Dodge ever had, but his difficulties were inherited and I won't prolong the story except to say that here he acted with such dispatch and with such vigor that he was hated by the opposition. Dodge was aware of this, but offered no excuses or apologies for what he did. Like his old commander, Dodge believed "War Is Hell" and proved it to the Confederates.

It was during this period that an attack was made on his life, his negro driver being killed in the carriage alongside of him by the bullet intended for him. Investigation revealed, however, that there was nothing personal about the attack; it was one of similar attempts made to assassinate Union generals, including Grant, Sherman, etc. who had been effective against the Rebels and thus there was a gruesome tinge of implied flattery attached to the fact that he was selected as one of the targets.

All of the time that he was in charge of the Department of Missouri, Dodge was being badgered by the Union Pacific officials to get out of the Army and take charge of their building program. However, General Dodge knew that General Grant wanted him for the regular Army and so thus he could wait on favorable terms. Meanwhile, he was receiving the engineering reports and keeping in touch with the railroad's progress.

When the war ended, Lincoln was killed, and Andrew Johnson took over, Dodge's problems multiplied, including the Indian problem and it was in this post war period that he made his reputation as an Indian fighter. Just as he tolerated no half-way measures with the Rebels, Dodge also made every blow at the Indians an effective one. The Indians, by the way, had a nickname for him, "Long Eye," because of his constant use of binoculars and surveying instruments when out in the field.

In one of his letters home Dodge tells of attending a luncheon to General Custer in New York at which "Long Knife," as the Indians called Custer, much to General Dodge's discomfort and displeasure, bragged about what he would do to the Indians when turned loose upon them. Dodge attempted to reason with Custer later, but to no avail. At that time he expressed the opinion in a letter that Custer was too careless about military tactics to be effective as an Indian fighter.

It was finally decided that the Union Pacific post would be kept open for Dodge until he could help clean up the Indian situation. President Johnson's administration was hostile to Grant and Sherman, and, therefore, Dodge, but when Grant became President prospects for the Union Pacific improved.

About this time Dodge permitted a group of ex-soldiers to put him up as a Candidate for Congress from Iowa. He was elected at a time he and his men were sitting out a three-day blizzard with a minimum amount of food in the shaft of an old mine while on reconnaissance and he confessed later that he had clean forgotten that it was election day.

Dodge always felt that his term in Congress was a mistake, but there are other judgments on that. He was able to help with railroad legislation considerably. Later it is interesting, by way of studying the politics of the period, that his old commander, Grant, at first wanted him for Secretary of War in his cabinet and then sent their mutual friend, Sherman, to ask him to save him embarrassment by bowing out. It was felt that Dodge was too closely tied to the railroad interests and, since he was, he readily took his friend off the hook by announcing that he couldn't accept the berth if Grant offered it to him.

Dodge also declined to return to Congress for the same reason. Grant did come to his rescue once more, however, by insisting that he have complete charge of the building of the railroad when he became involved in a feud with Thomas C. Durant, vice-president of the road. Durant had no alternative except to bow to Grant's wishes.

One of the interesting sidelights of the race between the Union Pacific and the Central Pacific to lay track was that the Central Pacific used Chinese Coolie Labor while the Union Pacific relied on the Irish immigrants hired by the Casement Brothers, Dodge's selection as contractors to build the track. The Chinese were good pick and shovel men, but the Irish were better at laying the track and so the Union Pacific really had the advantage and Dodge was able to more or less dictate his own terms on the meeting of the two roads at Promontory Point in Utah.

Most of this Irish help was recruited in New York at Ellis Island and other points by recruiters with the right kind of brogues to impress their countrymen just landing in a strange land. "A dollar a day and sugar in your tay is the Pay You Get on the Railway" they chanted as they stood on the docks and waited for the immigrants to clear customs. It sounded like a

fortune to the Greenhorns who had fled the Emerald Isle after the potato famines and rebellions against the absentee English landlords.

Ultimately, Durant was forced out of the Union Pacific and the Ames brothers, shovel manufacturers from Massachusetts, took over. Oliver was the president of the company and Oakes was his brother and the Congressman from Massachusetts mentioned in the Credit Mobilier Scandals.

On one occasion Durant roused the contractors and men who had not been paid in months and a strike was imminent. Dodge wired Boston that unless he had a million dollars at once to pay off the men they were threatening to cease all work. Ames wired it, Dodge paid them off, and work continued.

When the Ames boys went broke Jay Gould took over the company. As most of you know Gould is always referred to as one of the real robber barons of our history. Therefore, it is interesting to read what Dodge had to say of him. Particularly, since he was with him in both his winning venture in Union Pacific and his losing venture in Texas Pacific.

"I never was with a more reliable and considerate man than Jay Gould," wrote Dodge in 1912, "I spent many millions in building the Southwestern System, but as far as I know, I never had a dozen letters from him. Everything was done by word of mouth or by telegram. When we discussed any question and came to a conclusion and Mr. Gould said, 'General, we will go ahead,' or do this or that, no matter what it meant or into what difficulties we got, I never had doubts as to where Jay Gould would stand. He never went back on the support of me or tried to evade, as some others did, the responsibilities he had assumed. When the projects looked unprofitable, he had plenty of opportunities to avoid great losses, but he stood by, no matter who deserted. And when I compare where he put his brains and millions with those who have criticized him so severely, who would not invest a cent, except it was secured and brought a safe interest, I feel it was to him that was due the credit instead of the criticisms. Year after year he had faith in the outcome of his interest in the southwest."

While General Dodge had had to do some lobbying for the Union Pacific on several occasions, he really didn't attain stature as a railroad lobbyist until he was drafted in that capacity by Tom Scott of the Pennsylvania Railroad. Scott, who had other projects in mind, tested out Dodge by having him lobby in Congress for a Washington terminal site in opposition to the powerful Baltimore & Ohio lobby. When Dodge delivered the package to him, Scott knew that he had the right man and acquired his services in behalf of a project to establish the Texas & Pacific Railroad which was to go west from Marshall, Texas, to San Diego, California.

Opposed to the Scott forces was Colis Huntington, California railroad baron and Dodge's old rival from the days of the Union Pacific's race with the Central Pacific. While Huntington eventually made an alliance with Jay Gould and others and Scott and the Texas & Pacific went broke trying to fight this combination, the fact of the matter is that it is in the lobbying which went on during this period that General Dodge showed his superior ability as a railroad lobbyist for a reason that I will delay giving you until a little later in this talk. First of all, however, let's get General Dodge's views of the job of lobbying for the railroads because of the onus now attached to that type of endeavor.

"In lobbying" writes J. R. Perkins in an introduction to Dodge's biography, *Trails, Rails, and War*, "General Dodge saw none of the evil the word now connotes. He always declared that lobbying against railroads was an art as old as lobbying for them, and for him railroads were as imperative and inevitable as had been ox-carts and canals. He never stopped to question the motives of their projectors, nor does he appear to have analyzed the methods of their financiers and builders. His predilection to work with the groups that were busy in these great enterprises was matched only by his contempt for the negative groups that tried hard to frustrate them.

"In a new country where railroads were to be built in a period when building them overshadowed everything else in the minds of both the promoters and the settlers, a man like Dodge could no more remain concealed or subdued than could Lincoln in the issues of slavery or Grant in the leadership of armies. So the range of his activities, as astonishing as they may be, was but the outpouring of a nature that physical difficulties could not halt or human opposition discourage. He always advanced in a given task with a tenacity of purpose that begot confidence in all his associates. Early builders like Farnham, Durant, the Ames brothers, Scott, and Gould considered him indispensable to their plans."

However, we're indebted to a book, *Reunion and Reaction*, by V. Vann Woodward, a professor of history at Johns Hopkins University at the time, and published as recently as 1951, for a real word portrait of Dodge's ability as a railroad lobbyist. Woodward places General Dodge among the real leaders behind the scenes in "The Great Compromise of 1876-1877." In this compromise, if I may refresh your memory, Dodge and his associates presided at a political marriage of the former Confederates of the South with the Northern railroad promoters with their objective to put a Republican, Rutherford B. Hayes, in the White House because he would be friendly to both interests.

The deal involved the removal of the Federal troops from the South that were retaining the Carpetbaggers in office by force, the approval of certain election returns and the disapproval of others, and, I quote, "great public projects" that would aid the commercial rebirth of the South. Among these, as you might have suspected by now, was the aforementioned Texas & Pacific Railroad.

According to Woodward, in this battle Dodge, backed by Tom Scott of the Pennsylvania Railroad and using the lobbyists on the payrolls of the railroads such as the Union Pacific, etc., had considerable to do with Hayes' 185 to 184 victory over Samuel Tilden of New York, by one vote, when the election was thrown into Congress. But how much, nobody really knows.

Anyhow, let's listen to Professor Woodward on what the Compromise of 1877 meant in terms of history before we examine Dodge's part in it. "The Compromise of 1877 marked the abandonment of principles and of force and a return to the traditional ways of experience and concession. The compromise laid the political foundation for reunion. It established a new sectional truce that proved more enduring than any previous one and provided a settlement for an issue that had troubled American politics for more than a generation. It wrote an end to Reconstruction and recognized a new regime in the South."

Still further on he tells us, "Such was the nature of the Compromise of 1877, however, and so dangerous was believed the menace of war or anarchy, that negotiations for an agreement were conducted secretly or in an extremely

guarded fashion. The fact that the Southern Democrats were in effect going behind the backs of the Northern members of their own party to arrive at an understanding with the Republicans was not conducive to publicity. Nor was the fact that the Republican managers were abandoning the platform on which they were elected and forfeiting principles to which a segment of their party still clung. The diplomacy of 1877 might be described as secret covenants privately arrived at. The terms were never officially published for neither party to the contract could afford to endorse all of the agreements publicly. Nor did some of the more important articles materialize as events. In some cases they proved impossible of fulfillment, and in others promises were broken or forgotten."

Here we can pause in the consideration of events to remark that Dodge and his associates never obtained the rewards that they had hoped to obtain, the kind of a subsidy for their railroad, that they had hoped to get. There is no question but what public sentiment, aroused by the Credit Mobilier Scandal, was a factor in the reluctance of President Hayes to complete the "deal," if it had ever been spelled out in such positive terms. Dodge, however, attempted desperately to turn public sentiment around because the backers of the Texas Pacific Railroad, notably Scott, were in serious financial trouble after the failure of Jay Cooke & Company, a New York firm, on "Black Friday," September 19th, in the panic of 1873.

Woodward writes, "General Dodge set to work with the methods by which he had accomplished great things in the past. Besides his influence with President Grant, there was a large paid lobby at Washington and passes for members of Congress over the Pennsylvania Railroad. 'I suppose all of the members there have passes,' he wrote Scott. 'If not I think it would be a good idea to supply those who are of any importance to us.'"

But the old methods did not seem to work as they once did. "The trouble was," concluded Dodge, "that a deep tide of public opinion had turned against such legislation as the Texas Pacific wanted."

"I do not believe that any plan can be put forward with the hope of success," he told Scott, "until the drift of public opinion is different from what it is today."

Woodward reports that Dodge sought to court favor through the press of the Northwest where friendly editors had once eaten out of his hand. "I have tried some of the leading press in the Northwest," he reported, "but they do not take very kindly to it; the fact is the Granger and Anti-Monopoly element are very powerful and control everything."

Dodge also observed: "Every convention in the northwest is putting resolutions in their platforms against that class of legislation, so that our fighting has got to be made by the combined South and what votes we can get from the middle and eastern states." He also reported, "The west, northwest and southwest under this raid of the Grangers will be solid against us. . . . We should combine the South and bring it up solid under the leadership of Alexander H. Stephens (Congressman Stephens of Georgia)."

It was at this point, reports Professor Woodward, that: "Dodge and Scott set forth on the path which was eventually to cross with that of Governor Hayes and bring them into close touch with the work of two newspapermen of great influence . . . General Henry Van Ness Boynton of Cincinnati and Col. Andrew J. Kellar of Memphis."

General Boynton had held his rank in the Union Army; Colonel Kellar, in the Confederate. Boynton was then with the Chicago Tribune as the Washington Correspondent for it and other member papers in the Western Associated Press. Colonel Kellar represented the Memphis Avalanche. Both, however, had considerably more influence and power than most newspapermen of their day and were confidants of presidents, senators, congressmen, etc.

Boynton represented the Hayes group . . . Kellar, the Southern Democrats . . . Dodge and Scott, the railroad interests. This was the combination and that's why I outline it here. Woodward tells us, however, that both Dodge and Scott had a two-year start on Boynton and Kellar in reaching an understanding with the Southern Democrats.

At the same time Woodward spells out what General Dodge was doing by writing, "The campaign by which General Dodge organized the South for the support of the Texas Pacific was an elaborate and well-financed affair. He had to deal with both the Carpetbaggers and Redeemers, but mainly with the latter, for after 1875, only three Southern states remained in Carpetbagger control. He developed a new strategy of which he is justly proud."

It is best described in a letter he wrote Frank S. Bond, vice-president of the road. "There was no success here," he wrote from Washington, "until I changed my whole policy, by reaching men from their homes not in Washington, and let me say to you that all of the men who have been brought to us have been in that way and not by men who have been here in Washington in our interest and under our pay . . . The people behind the press at home is what has done this work, and we must continue it in this way . . . the owners of the road should make up a purse for the expenses of this work and it should be put in charge of some very competent man right at Philadelphia who should do nothing but work this up."

Woodward then goes on to say, "The success Dodge enjoyed in bringing the Southern press into line is suggested by clippings from forty-two Southern papers published in one of the numerous pamphlets released by the Texas & Pacific in 1875, entitled *The Press and The People*."

Later Woodward writes, "The triumph of which Dodge was most proud was the capture of the National Grange itself, the very seat of the opposition." He started this movement in the Texas Grange and finally won a national endorsement via a resolution, but I won't belabor that point.

To outline the ramifications of the whole program behind The Compromise of 1877 would take the entire evening to cover this subject alone. I think that the quotes that I have read you from Professor Woodward's book are enough to convince you that Dodge had considerably to do with the behind the scenes maneuvering to get Hayes elected, which is what we're interested in.

That Hayes later repudiated the so-called Scott Plan, i.e. a subsidy of the proportions of the United Pacific subsidy, does not detract from the work done in his behalf by Dodge, Scott, Boynton, and Kellar. Later Woodward tells us that General Boynton threatened to publish his correspondence on the deal and the White House was deeply concerned, but he never did and, quote, "there was no mourning."

The railroad factions had to make peace with one another in Texas and on the Southern route and eventually Scott lost his health and went broke, and Dodge had to take over for him. The General brought about a coalition involving Jay Gould and Huntington to complete the road.

Dodge continued to build and lobby for railroads, as we told you earlier, with the emphasis on lobbying activities until his virtual retirement in 1912. He was 67 years old and in poor health when the war with Spain broke out, but volunteered although he was never called to active service. He started for Russia to build the Trans-Siberian Railroad, but stopped in Stockholm and gave up the idea because he didn't like the men who were to build the Siberian Railroad. He advised his four financial men not to go into the plan; two of them neglected his advice and went broke there.



General Grenville Dodge
Courtesy Norwich University

Enough of Dodge's railroad activities, what about Dodge as a man? I think I am fortunate tonight in being able to offer some anecdotes about the General passed on to Norman Frost, a lawyer, by his daughter.

The General, we can gather from them, was a gay blade who played as hard as he fought and worked. And Norman Frost in response to a letter wrote me, "I know a lot of anecdotes about the General, but I am afraid that none of them would be proper material for a talk before your Historical Society. I might mention that one time he was worth \$16,000,000 when the dollar had some real purchasing power, but that he got mixed up with Jay Gould and some other fast boys in New York City and had only a measly \$4,000,000 when he

died. He left this money in trust with a small bank in Council Bluffs, Iowa for his three daughters, two of whom we represented. Only one of his daughters had any children, a Mrs. Montgomery who lived in Philadelphia and I have not been in touch with any of the grandchildren for many years.

"His daughter, Ann, who was one of the last of the Grand Dames of the Victorian era type, once told me, blushing, that after her father had stopped building railroads he used to invite three or four of his old cronies to board his private railroad car, for which he had a pass on every railroad in the United States. He would have the car loaded with choice foods and wines and proceed to Chicago where they would pick up some of the more beautiful ladies of the theatrical world and thence shunt the car around the country from place to place until they were satiated with life. Then, he would return to Council Bluffs and live the life of a model citizen until the travel urge struck him again. From other things Ann told me he must have been a great guy."

As far as I know, about the only memento of him here in Danvers is a portrait which hangs in the Richmond School Assembly Hall. What the State of Iowa thinks of him can be obtained from the fact that there is an equestrian statue of him in Des Moines, the capital. You can also find him in the bas

relief of the General William Tecumseh Sherman monument and also the General John Logan monument, both in Washington, D.C.

It was also appropriate that General Dodge was the Marshal of the Ceremonies at the dedication of Grant's Tomb, because while General Grant was dying of cancer and trying to complete the memoirs which eventually bailed his family out of financial troubles, Dodge helped the Grant family financially. Supposedly the last letter which Grant himself wrote was a request to Dodge to arrange a private car for him to go to Hot Springs, Arkansas to take the baths in the belief that they would help him.

Dodge himself fell a victim to cancer. He had one serious operation in New York in 1913 and another in 1915, but they failed to arrest the disease and he finally died on January 3, 1916, at the age of 85.

I think by now that most of you will agree that General Dodge was a great man, this Putnamville born boy who went out into the world to become a great soldier, a railroad builder, a confidant of generals, presidents, and Kings. The poet could say of him, as Shakespeare had Mark Antony say of Brutus in his funeral oration:

"This was the noblest Roman of them all.
He alone in general honest thought
And common good to all made one of them.
His life was gentle, and the elements
So mix'd in him, that Nature might stand up
And say, to all the world, 'This was a man!'"

HISTORY OF THE DANVERS VISITING NURSE ASSOCIATION ON THE OCCASION OF ITS FIFTIETH ANNIVERSARY

(1908 - 1958)

BY CLAIRE S. GAY, D.V.N.A. HISTORIAN

The Danvers Visiting Nurse Association, Inc. completes this year (1958) fifty years of service to the community. The object of the organization, as stated in the By-Laws, is "to assist those residents of Danvers who need the services of a trained nurse and to encourage effort for the scientific care of the sick in their homes."

To Miss Margaret Howe, a resident of Danvers for many years, living at 11 Peabody Avenue, belongs the credit for taking the first steps towards its organization. Knowing of the success of such groups in other places, and having received the approval of Dr. F. W. Baldwin, she consulted Mrs. J. Frank Porter, the President of the Danvers Women's Association, for she realized all philanthropic movements required strong backing. A committee from the D.W.A. was appointed consisting of Miss Margaret Howe, Miss Bessie Putnam, Mrs. Helen J. Butler, Mrs. Ella J. Gunn and Miss Clara P. Hale, with full power to complete the organization of such an Association by election of officers and preparation of By-Laws. Six additional persons were asked to meet with the committee for the purpose of electing officers and from this group was formed the first Board of Managers with the following officers:

President, Miss Emily Fowler; Vice-President, Mrs. Ella J. Porter; Recording Secretary, Miss Clara P. Hale; Corresponding Secretary, Miss Margaret Howe; Treasurer, Miss Isabel Tapley; Board Members: Miss Elizabeth Ahern, Mrs. Helen J. Butler, Mrs. Ella J. Gunn, Miss Mary McCormack, Miss Bessie Putnam, and Mrs. Abbie W. Towne.

With the exception of the election of Mrs. Towne as President after Miss Fowler had served two years, and Miss Ahern as Corresponding Secretary after Miss Howe had served four years, this group functioned, practically intact, for the first 25 years of the Association's history and to them is due the thanks and appreciation of the community for a task well planned and accomplished. By-Laws were adopted September 17, 1908, and the Association was incorporated October 8, 1908.

The list of Presidents, with terms of service follow --

Miss Emily Fowler 1908-1910, 2 years
Mrs. Abbie W. Towne, 1910-1933, 23 years
Mrs. Anna P. Marsh 1933-1941, 8 years
Mrs. Martha F. Reed 1941-1946, 5 years
Mrs. Avis L. Creese, 1946-1951, 5 years
Mrs. Elsa R. Brown 1951-1953, 2 years
Mrs. Mabel B. King, 1953-1956, 3 years
Mrs. Margaret C. Cummings 1956-1958, 2 years
Mrs. M. Dolores Kirby 1958-

Other officers with over five years of service are --

Mrs. Clara Hale Bell, 23 years as Recording Secretary
Miss Isabel Tapley, 28 years as Treasurer

Miss Elizabeth Ahern, 32 years as Corresponding Secretary
Mrs. Claire S. Gay, 15 years as Treasurer
Mrs. Audrey B. Keenan, 15 years as Corresponding Secretary
Mrs. Anne W. Perry, 10 years as Recording Secretary

The list of nurses who have been employed during the fifty years is too lengthy to enumerate, but they have been dedicated to their task. A few statistics are of interest. The early nurses were paid \$65 per month and the fee charged patients was from 10 to 50 cents per visit. Transportation of the nurses was by street car.

Of interest is part of the report of the first nurse, Miss Annie M. Norris, given at the first annual meeting in May, 1909, in describing a typical day of caring for her patients in the many sections of Danvers: "One morning will be spent as follows: Eight to nine-thirty make calls in vicinity of Square; take 9:30 car for the Center, walk back, make two calls in Tapleyville, walk down the track, make a call on Hobart Street, and return to Putnam Street for dinner. The afternoon will require two calls at the Port, one in Putnamville and one at Hathorne."

In 1914 the nurse was allowed to hire a horse and carriage when necessary. In 1919, twenty-three ladies volunteered to form an auto corps, using their cars to drive the nurses to the homes of patients.

The first automobile owned by the Association was given to it in July, 1920, by a committee of women, Mrs. William T. Langmaid, chairman, together with a sum of money for its upkeep. Through their efforts, funds had been raised by a series of entertainments, including many donations and a Ford car purchased. The nurse was able to care for more patients with the use of the car, and visits were increased from 1710 to 2671 during that year. Cars were exchanged every two years at that time and the prices of new Ford cars are of interest — in 1922, \$646; in 1924, \$584; and in 1926, \$555, showing a decreasing tendency in prices during those years.

A Comfort Fund was established in 1908 from donations and a collection taken in the school at Thanksgiving, which has been used to help many people in many ways. It has provided, at the discretion of the nurse, clothing, shoes and rubbers, mattresses and blankets, groceries, coal, wood and ice for needy patients. It has paid for tonsil and adenoid operations — 28 in the five years from 1930-1935, also for X-Rays, braces, wheel chairs and back rests. In the days when there was no Social Security, this was a great blessing. Of late, the Comfort Fund has been used primarily to send children to camp in summer.

The D.V.N.A. rendered invaluable service during the influenza epidemic of 1918. An Emergency Fund, which had been started in 1910 was used to pay all debts incurred in the care of influenza patients, amounting to several hundred dollars. A canteen was established in charge of Miss Elizabeth Ahern, assisted by the domestic science teachers in the schools and 1072 meals were served to 172 people in two weeks. Mrs. C. Eugene Huston was in charge of the distribution, assisted by seven other volunteers and four Boy Scouts. To families in which all members were ill, this was a great blessing. Several additional nurses were hired to help the regular nurse and 126 cases were cared for, making 603 calls, in the two weeks between September 29th and October 12th. Nineteen people offered the use of their cars for the transportation of the nurses, a task for which Mrs. Jay E. Day had been appointed

chairman by Mr. Walter T. Creese, chairman of the Public Safety Committee. Over 100 jars of jellies and preserves were collected by Mrs. W. T. Langmaid and distributed by the nurses. Sick families were also supplied with sheets, pillow cases and blankets which had been collected by the Supply Committee.

The first school nurse which Danvers had, was engaged by the Danvers Visiting Nurse Association in 1914 to work with the school physician, giving physical examinations, eye and ear tests, etc., and reported to both the Association and the Superintendent of Schools. Her report showed that 1473 children had been examined in 1919, for example. Her salary was paid by the Association until 1921, when a new law was passed that all towns of over a million dollars valuation should finance a school nurse. Consequently in the Fall of 1921, the connection between the schools and the V.N.A. was severed, which was sincerely regretted by the Board of Managers. Miss Ethel Bedford was the nurse at that time and had worked satisfactorily to both parties for over five years.

The distribution and selling of the Christmas Health Seal was undertaken by the Association in 1919 and 80% of the proceeds was made available to it for preventive work in tuberculosis in Danvers. Milk was provided for undernourished children and board paid at the Health Camp for many who were underweight. Since a dental clinic was one of the things permitted for the use of this money, one was started under the direction of the Superintendent of Schools. Nurses from the Forsythe Dental Infirmary, assisted by the school nurse, examined the teeth of the children in the first four grades, another grade being added each year. Those needing care, whose parents could not afford to pay for it, were asked to pay 25 cents only to the dentist for each visit and the Association paid the balance from this fund. Between 1920 and 1930, over \$2500 was paid for dental repair work for school children. The dental clinic was taken over by the town in 1927, and a very appreciative letter is on file from Superintendent John C. Anthony, expressing the sincere thanks of the School Department for the work done by the Association during those years. The payment for dental work on those children who would not otherwise be cared for was continued for several more years, however.

The Association has done much work over the years for several crippled children, furnishing transportation by automobile to Boston, either to the Children's Hospital or to Dr. Goldthwaite. Over a period of several months, twenty-four women drove to Boston to enable a child to get treatment at the Children's Hospital, a total of 47 trips being made. In addition, several hundreds of dollars were expended in behalf of this child and a few others.

A Mother's Conference was conducted by the Association for children under school age, for 27 years, starting in July, 1920. Mrs. Mary Roundy was the nurse in charge and was assisted by many faithful volunteers, including Mrs. Marion Gillette, Mrs. Carrie Burnes and Mrs. Mary Young. It was held in Town Hall on alternate weeks and many mothers availed themselves of the opportunity to have their babies weighed and to receive advice on diets and formulas. The number of children registered with the Conference in the 1920's averaged 550. Mothers were advised to take their children to their physician when it was deemed necessary. Mrs. Roundy resigned in 1936 and for a few years the work was carried on by the regular nurse, until it was given up in 1947, coincident with the resignation of Mrs. Marion Gillette.

During the early years of the Association's history, the annual meetings were held in G.A.R. Hall, in the Page House and in the parlors of the Old Berry Tavern.

Contracts between the D.V.N.A. and the Metropolitan and John Hancock Insurance Companies were carried on for many years but were discontinued in 1935, because of a change in the Companies' policy. The Association has been connected with and made contributions to both the State and National Nursing Societies for many years.

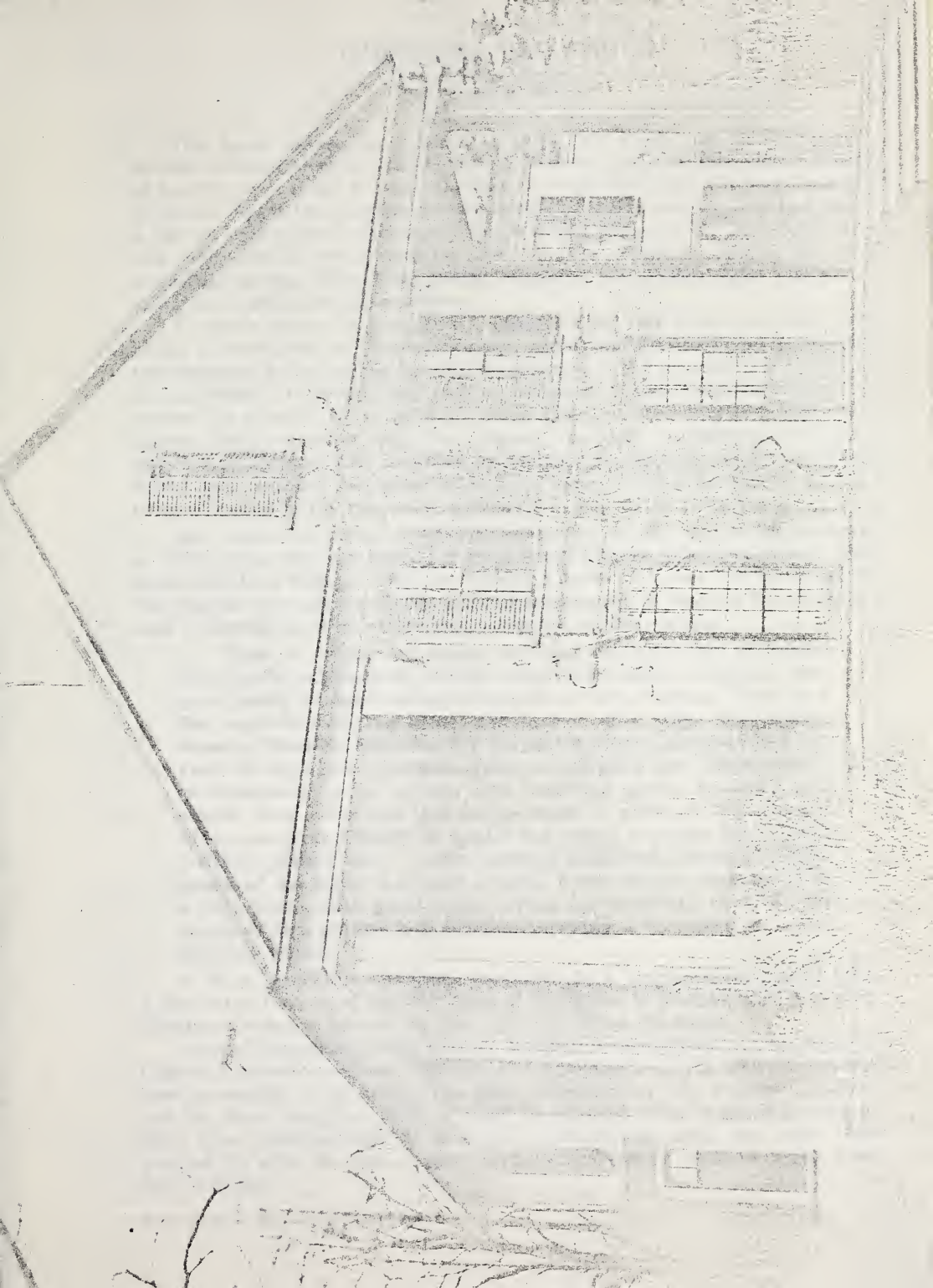
In 1947, after nearly forty years of raising funds by a house to house canvas in May each year, the Board of Directors voted to join the Community Fund which was that year beginning to function in Danvers. New By-Laws were adopted, the date of the annual meeting changed to February and the fiscal year changed to the calendar year to coincide with the Community Fund year. This has been a satisfactory arrangement and the relations between the Board of Managers and the executives of the Community Fund have been cordial. They provide the balance necessary to finance the work of the Association in addition to the income received from Patients' Fees and the interest from the Permanent Fund. The budget has increased each year from approximately \$1800 in 1909 to nearly \$6000 in 1947.

The Permanent Fund has increased to approximately \$38,000 which furnishes an income of about \$1300 yearly toward the amount necessary to finance the work. Requests both large and small, and donations from many friends have made this possible. The income only is used from this fund, which is invested in the Savings Banks of this and neighboring towns. At the time of the adoption of new By-Laws in 1947, three Trustees were added to the Board of Managers. They have charge of the Permanent Fund of the Association and may invest or re-invest such funds in Massachusetts Savings Banks or in such securities as these banks are permitted to use for investment.

Mrs. Elsie S. Cornell, R.N., has done satisfactory work for the Association for sixteen years, coming in October 1942, following the resignation of Miss Bertha Fuller, who had been the nurse for seven years. The assistants during the past ten years have been Mrs. Nancy Skinner, Mrs. Ernestine Rooney and Mrs. Louise Quimby.

Mrs. Abbie W. Towne, who served for 23 years as President, once used this quotation in a memorial to a former Board Member — "To live in the hearts of those we leave behind is not to die." It is also a fitting memorial to her for she was the guiding spirit who placed the organization on a firm foundation during those early years. Her work for this Association and also as the organizer and first president of the Hunt Hospital Aid Association has won a place for her in the history of Danvers and in the hearts of all who had the privilege of working with her. It is also imperative to mention the excellent records kept by Mrs. Clara Hale Bell as Recording Secretary, and the accurate financial records of Miss Isabel Tapley, who served for terms of 23 and 28 years, respectively. Miss Elizabeth Ahern's 32 years as Corresponding Secretary was only a small part of her service, for she also was chairman of the Health Seal sale for many years.

The need for a Visiting Nurse Association has been proven many times during the fifty years of its existence and the value of the trained service it affords cannot be over-estimated. May it be of service to the community for many years more!



WHITTIER'S OAK KNOLL

BY RICHARD ZOLLO

This is an epitaph for a home. In 1958, Oak Knoll, the stately Greek-Revival mansion in which John Greenleaf Whittier spent the last sixteen years of his life, was razed. It was here that the sixty-nine year old poet, long in ill health, found the devoted care his remarkable life merited. His had been a life of remarkable achievement, for Whittier alone, of all the other men who wrote during that Augustine age of New England poetry, was an unschooled genius. With little formal education, his literary fame had come as the result of his own perseverance.

A month before its demolition a deteriorating Oak Knoll had stood the victim of vandalism and neglect. Its last owners had previously set a price of two thousand dollars on the house above the cost of the property lots on which it was located. It would have cost an estimated fifteen thousand dollars to restore the mansion to its state of former elegance, according to a local contractor. Despite the fact that little attempt was made to advertise for a purchaser, two Danvers men indicated an interest in acquiring the estate. What might have occurred had some effort been made, perhaps by such a Society as ours, to aid in the sale of this property is now futile speculation.

Oak Knoll first came to Whittier's attention at the time of its purchase in 1875 by his distant relative but close friend Captain Edmund Johnson. The house had been built in 1842 for William Lander of Salem and his bride. It was Lander who laid out the grounds so handsomely. A reporter for the Portland Transcript once described that landscape in these terms:

"Trees, in clumps and singly, deciduous and evergreen, are placed with careful reference to artistic effect. The variety of trees is very great, many of them being rarely seen in New England. There is a fine magnolia near the house, and farther off a tulip tree now in blossom. The rich, dark hue of a purple beech calls attention to a fine grove in the western distance. There are English elms, English oaks, an immense Norway spruce, also hemlocks, pines, chestnuts, and almost every other tree that can be made to grow in this climate. There are great orchards of apples and pears; a garden flanked with luxuriant grape vines . . . ; also roses in abundance. Near the eastern piazza of the house is a large circular flower garden, surrounded by a neat hedge, with great green arches for gateways to it. In the centre of this garden is a fountain throwing a fine spray to a considerable height."

A large, dome-like elevation, dominated by a single oak tree, still rises a few yards from what was the front of the house. It was this that prompted Whittier himself to bestow the title "Oak Knoll" on the estate.

Acts of generosity often provoke unhappy consequences. At the time of Captain Johnson's purchase, Whittier had expressed a strong desire to assume joint ownership of the estate. The offer, unfortunately, was declined; Johnson and his three daughters believed their friend could better enjoy his visits to their home unencumbered by financial considerations. Had the poet been granted his wish the fate of this well-beloved Danvers landmark might have been different.

It is ironic, too, that the Johnsons probably never fully appreciated the generosity of the poet's offer to assume greater responsibility at Oak Knoll. Two letters may bring us close to the reason for Whittier's proposal. Both letters were written in 1875. In one letter to his friend Gertrude Cartland, he revealed his lack of interest in purchasing the "old Whittier homestead" in Haverhill, a project he had been anxious to consummate. "To us, who have reached threescore or thereaway," he wrote, "the mansions of the earth are of small importance." Why then, we may ask ourselves, the expressed desire to secure another earthly mansion? In a letter to Lucy Larcom, dated November 16, Whittier expressed his grave fear that the Johnsons would find their new home lonesome. In coming to Danvers with their aged father, the Johnson sisters were, after all, withdrawing from a very active participation in Boston society. In return for their kindness, Whittier may well have known that the excitement that sometimes revolved around him would provide an appropriate substitute in a quieter community. In any case, upon the death of Captain Johnson in 1876, the poet took up his residence at Oak Knoll, and the happiness of their subsequent life together supports this hypothesis.

In its days of greatest glory, between the years 1876-1892, this home welcomed five Governors of Massachusetts; such writers as Oliver Wendell Holmes, Paul H. Haynes, and Sir Edwin Arnold; and humanitarian Dorothea Dix. All had come to pay tribute to one of America's most respected and best-loved poets.

We have forgotten today the extreme veneration that America felt for Whittier at this time. He was practically the last of the great nineteenth-century poets.

Every school child in this country could recite all of such poems as "In School Days" and "The Barefoot Boy." They knew, in addition, long passages from "Snowbound." His writings and crusades to aid the helpless in bondage and in prisons were genuinely respected by adult Americans. He was to all America a model of gentleness and selflessness. Whittier was to become, in fact, the dean of American letters; and while he resided at Oak Knoll, Danvers was, in fact, the literary center of America.

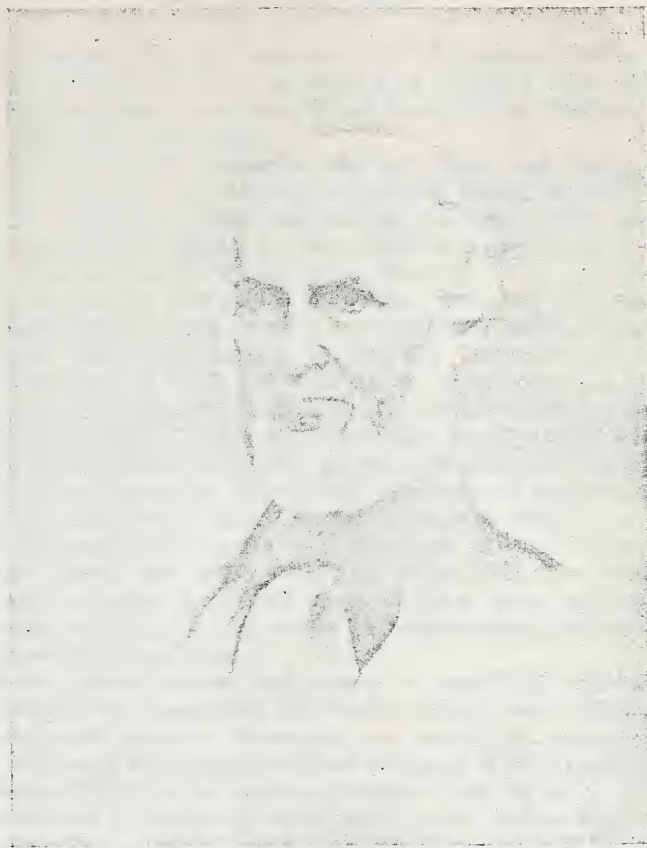
For the remainder of his life Whittier looked on Oak Knoll as his home.

There are people still living in Danvers today who can recall the kindly, gray-bearded poet strolling among the gardens at his home or walking the country lanes dressed like a simple farmer.

While Whittier bestowed a renown to this property, he was not, surprisingly enough, the first notable person to live on this site. Actually had Whittier never lived on these acres, they would still have importance in American history.

Here in the eighteenth century stood the home of Captain John Putnam. William Lander and his bride lived in this house until the completion of Oak Knoll, and then in 1843, they had the Putnam house torn down.

In 1683, the Reverend George Burroughs, with his wife, was forced to move into the Putnam house while the parsonage was being repaired. Burroughs and the Putnams did not enjoy their close association. Putnam was proud and obstinate. He was, moreover, like most of his family, of that unsuccessful Salem Village faction that had wished to retain Burroughs' predecessor, the Reverend James Bayley. He did not accept defeat easily.



Courtesy Essex Institute

JOHN GREENLEAF WHITTIER

Bitterness was the only result of the enforced companion of these two strong men, for Burroughs was righteous and unbending. No attempt at conciliation would come from him.

Life in a divided congregation was difficult for Burroughs. He knew that any incident might be twisted to discredit him. The desire of the Putnams to gossip with his wife, he felt, was dangerous; therefore, he forced her to sign a covenant not to engage in idle conversation with their hosts.

Such an act on the part of their minister would not have surprised his congregation. Everything about George Burroughs was unusual. Physically, he was completely different from his neighbors. A small, dark man of prodigious strength, he has been described by Marion Starkey, the author of *The Devil in Massachusetts*, as a *coureur de bois*.

After his wife's death, Burroughs felt the force of the displeasure his stay had brought to his hosts. John Putnam had him arrested for failure to pay for incidentals attached to his wife's funeral; specifically, these incidentals

amounted to two gallons of canary wine and "stuff for suiting." After having such a metan warrant sworn, it is not difficult to imagine John Putnam's chagrin when Dean Ingersoll came forward and made the obstinate man admit that the debt had actually been paid.

All this occurred in 1683. Burroughs had then gone from Salem Village to Ipswich, and a little later he accepted a parish in Maine. He lived a busy life in Maine for nearly ten years until one day in May of 1692 when the minister was interrupted at dinner by men come to summon him to Salem. He was hardly granted time to bid his family farewell.

The rest of the story is well known. Burroughs, according to his accusers, was a wizard promised the rank of king in the Devil's domain if he would deliver the whole Village into Satan's power. His brother-in-law testified to Burroughs' mistreatment of his first wife. It was reported by the credulous that he could place one finger into the muzzle of a seven-foot musket and raise the weapon at arm's length. He was held responsible for the deaths of British soldiers slain in eastern Maine by Indian arrows or musket shot. He had done this by bewitching the soldiers to their deaths. His accusers appeared in court with bites on their arms which his Shape had inflicted on them.

Convicted, Burroughs later spoke so simply and directly to the crowd surrounding his scaffold that public sentiment might well have saved him. He was even able to repeat the Lord's prayer without error, an impossible feat for a wizard according to the claims of Massachusetts theocracy. The crowd rushed forward to rescue him.

Unfortunately, Cotton Mather had chosen to attend this execution. His intervention subdued the crowd, and his oratory proved more effective than that of the small, dark minister. Burroughs was hanged on August 19, 1692.

The story of George Burroughs contained too many of the brutal elements of reality to interest Whittier. He was very familiar with the story, of course, but as a poet he had no desire to depict any type of subject that was not noble or elevating. This is not to say he couldn't deal with real life. He had done so much earlier in "Maud Muller" and to judge by today's American literature anthologies, Whittier may well be remembered only for "Maud Muller." The poem he did write on witchcraft was "The Witch of Wenham," a poem far too romantic and sentimental by modern standards.

Under the solicitous care of Caroline, Abbey, and Mary Johnson, Whittier found a contentment at Oak Knoll that comes to few bachelors. The more than one hundred poems written here are marked by a serenity not always found in the earlier works. Life devoid of sentimental observation may not always be found in this poet's writings, but enthusiastic political opinions will be. In his 1850 poem "Ichabod," for instance, Whittier had had the temerity to call Daniel Webster "fiend-goaded" and a "fallen angel" because of Webster's support of the Fugitive Slave Law. In 1835 his views as an ardent abolitionist were unpopular enough to make him the subject of a mob attack.

At Oak Knoll, Whittier maintained a controlled interest in politics. His past efforts were very much appreciated, however. On July 8, 1881, the Massachusetts Club, a group of forty-four gentlemen of similar political beliefs, paid him a visit. Among these men were four ex-Governors of the State: Long, Brackett, Talbot, and Claflin.

Politics aside, Whittier spent his mornings puttering in the beautiful garden at the east side of the mansion where his suite of rooms was located.

Here grew roses, peonies balm, mint, and daffodils, the same flowers that had bloomed by his mother's door.

Once during a visit to Amesbury in 1892, Whittier wrote of his desire to return to Danvers: "I wish I was at Oak Knoll this hot day," his letter read; "it is hot there as here but the sight of green fields and trees seems to make heat less severe. I am sure that the garden is greatly improved, and the roses must be, some of them at least, in bloom. The climbing roses under my window are in full bloom and the flowers look in upon me. The laburnum is also doing well, and the cut-leaf birches at the end of the garden are large and handsome. There is a small patch of strawberries, a rare kind from General Cogswell's, which are just ripening. The old white rose, a slip from Aunt Jones' rose bush more than 100 years old, is budded."

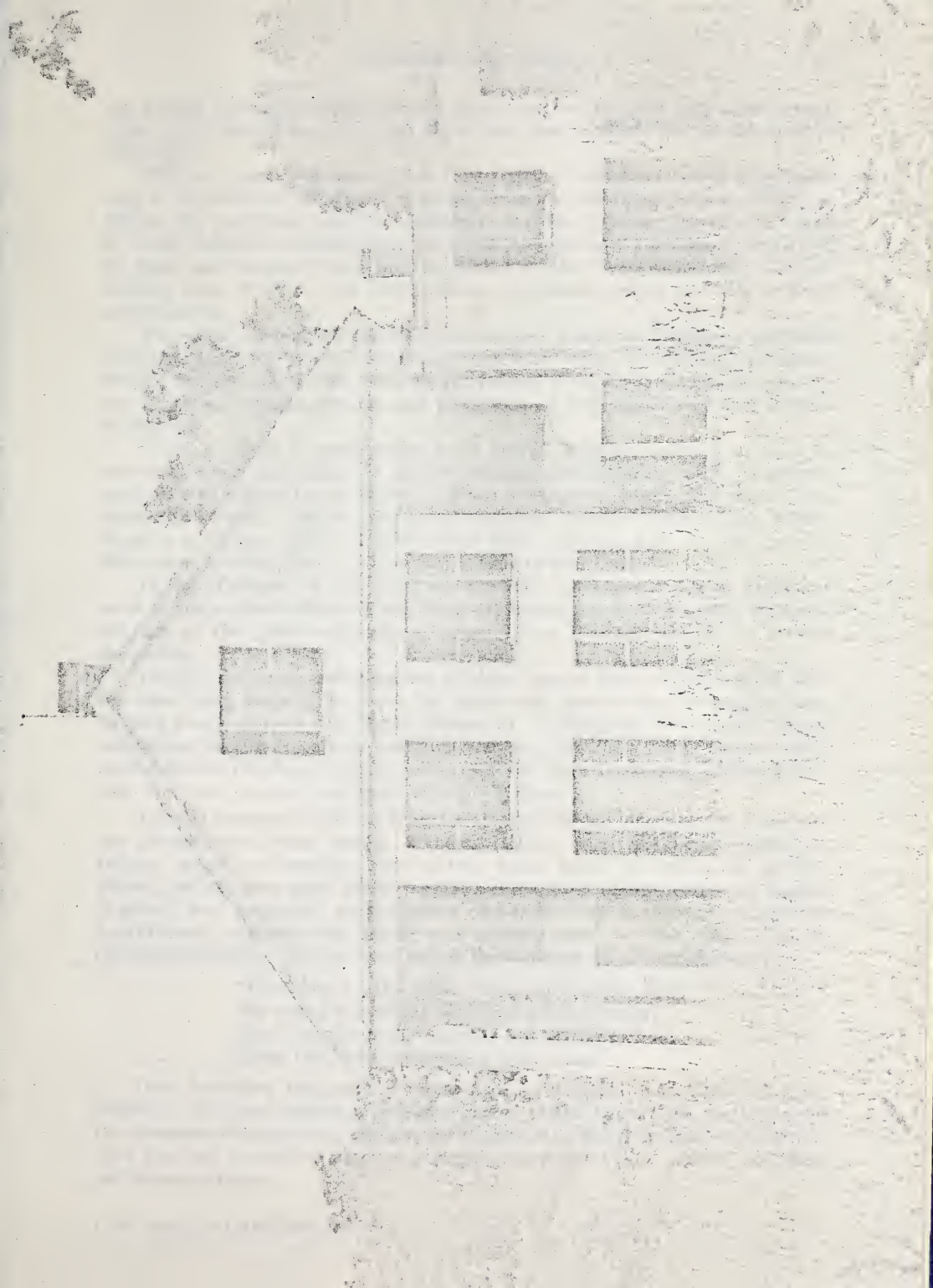
Let us pause now in our story to introduce a new character. She is Phoebe Woodman, the adopted daughter of Abbey Johnson Woodman. The two became very close, this animated, alert, little girl and the quiet, somberly-dressed old gentleman. Together they took long carriage rides through the country roads. She referred to him as her "Uncle Greenleaf." Later she was to help him answer the most interesting of his voluminous correspondence. In one of the Christmas issues of *St. Nicholas Anthology*, Whittier termed her "Little Red Riding Hood," and in this poem he described the girl as she crossed the snow-drifted lawn to feed the small animals and birds.

Whittier was himself a great lover of animals, and during his residence at Oak Knoll there were many pets to amuse the group: Davey, the mocking bird; Rip Van Winkle, the cat; Robin Adair and Dickens, two of the many dogs. All of these animals were described by reporters who came to Danvers to interview Whittier.

Dickens, his favorite pet, made a daily practice of chasing squirrels. One newspaper article described the dog rushing down on the squirrels, which waited for Dickens to get as close as safety would allow and then scampered up the nearest tree. Much to his master's enjoyment, the frustrated dog would sit up, whimper, and wave his paws as if to lure the squirrels back to the ground.

In his study Whittier maintained an active, international correspondence. As age advanced, he made no attempt to answer all the requests that came to him. Still the letter-writing chore was tedious. One of the most interesting writers was Paul H. Hayne, the South Carolina poet. Whittier had been the first to include this man's poems in an anthology, for during the days of Reconstruction, Hayne had been unable to find a publisher. He always remained grateful to the older man for his help. Dom Pedro II, Emperor of Brazil, had translated Whittier's "The Cry of a Lost Soul" into Portuguese, and the two exchanged letters until Dom Pedro's death. Both Hayne and Dom Pedro interrupted their correspondence to pay personal visits to Whittier.

A surprising contemporary note inserts itself among this correspondence. On December 17, 1890, Whittier's eighty-third birthday, he received a letter from Helen Keller, then a young student at the Perkins Institute. In his reply to her letter, Whittier described the birthday celebration at Oak Knoll: "Of course, the sun did not shine, but we had great open wood fires in the rooms, which were all very sweet with roses and other flowers, which were sent to me from distant friends; and fruits of all kinds from California and other places. Some relatives and dear friends were with me through the day. I do



not wonder thee think eighty-three a long time, but to me it seems but a very little while since I was a boy no older than thee, playing on the old farm in Haverhill."

Whittier spent fourteen of his last sixteen birthdays at Oak Knoll, and they were occasions for sincere homage. From the age of seventy on Houghton Mifflin, his publishers, and the publishers for *The Atlantic Monthly* to which he made frequent contributions, gave him the literary accolade he deserved. At least two banquets were held in Boston in his honor. Longfellow, Lowell, Holmes, Celia Thaxter, and Lucy Larcom contributed poems to many of these anniversaries.

The most opulent of the celebrations took place on Whittier's eightieth birthday. The little study, crowded always with books, pamphlets, and manuscripts, its desk piled high with letters became even more congested with the five hundred presents, letters, and telegrams of congratulations that arrived on that day.

"This is where I would write, but I don't," Whittier said a year later to reporters about his study. "I haven't written much poetry lately. I am not even able to attend to my letters." When a reporter commented that there seemed to be quite a bit of material on the desk, Whittier replied, "Yes; everything is a clutter. Order? I don't know what order is, but as long as my things are not disturbed, I know just where to find them."

In the afternoon of that eightieth birthday, Governor and Mrs. Ames and most of the elected officials of the State arrived to pay their respects. This was the last of the great celebrations, however, for Whittier was ill for several days after.

Despite the pomp and grandeur of these special days, Whittier must have felt even more satisfaction from the letters and good wishes of people whom he had never met — the negro citizens of Washington, D.C., who passed resolutions expressing their gratitude to him for his work toward their emancipation; the class of negro school children from Tuskegee, Alabama, who sent him their picture and their birthday wishes.

Friends remained loyal to Whittier throughout his long life. Of those who are remembered today, Oliver Wendell Holmes was the most illustrious. Holmes would, on occasion, ride to Oak Knoll from his estate in Beverly Farms, and the two spent hours together exchanging reminiscences. At eighty, Whittier, who possessed a quiet sense of humor, used to joke about Holmes' youthfulness, although the latter was seventy-eight at the time. On his eightieth birthday, Holmes was hailed by Whittier as a contemporary:

"Climbing a path which leads back never more
We heard behind his footsteps and his cheer;
Now, face to face, we greet him standing here
Upon the lonely summit of Fourscore."

Once Dorothea Dix spent a summer of hard work at the Danvers State Hospital. She, too, became a frequent visitor to the house. She was every bit the crusader Whittier was. Both were interested in prison reform. In addition, Miss Dix had worked to improve conditions in poor houses, schools, hospitals, and insane asylums.

After her return to New Jersey, Miss Dix wrote a request to have Phoebe transcribe the poet's "At Last" for her. The poem gave her solace during her last months and was later read at her funeral service.

For sixteen years Whittier had received love and comfort at Oak Knoll. In September of 1892, he was preparing for a short vacation to New Hampshire. After a last walk through familiar paths, he returned, his hands filled with wild flowers, and remarked, "I think I have never heard the birds sing so loudly, or so sweetly before." A few days later he died at the home of a friend.

Those of us who care may still view Oak Knoll with the man who once made it so famous. Let us listen to the words of Whittier composed as he sat in his study looking out over the refreshing green of well-clipped lawns rimmed by the dark, irregular outline of towering trees.

"Summer's last sun nigh unto setting shines
Through yon columnar pines,
And on the deepening shadows of the lawn
Its golden lines are drawn.

"Dreaming of long gone summer days like this,
Feeling the wind's soft kiss,
Grateful and glad that failing ear and sight
Have still their old delight,

"I sit alone, and watch the warm, sweet day
Lapse tenderly away;
And wistful, with a feeling of forecast,
I ask, "Is this the last?"

Oak Knoll has gone now. With it passed one of our most celebrated mansions. A great man had lived here. For sixty-six years after the poet's death it had stood a memorial to selfless devotion. It stands no more.

AN OAK KNOLL LETTER

2nd Mo. 7, 1884
Danvers, Mass.

Dear Friend,

I have read thy letter with great interest. Thy praises of the hemlocks are well deserved. The hemlocks of East Haverhill about half a mile from my old home were a great delight to me in boyhood. We used to bring home branches for brooms. When dry we threw them on the blazing wood fire, and the crackling fusilade suggested a great battle. On our lawn here are several fine trees.

I would like to do what thee suggest but I greatly doubt, if my verse would be as poetical as thy prose description.

I am curious to know where thy house was so near E. Haverhill. Was it Plaistow, or Newton, or Kingston, N.H.?

With many thanks for thy letter

I am

Very truly thy friend

John G. Whittier

I sit alone, and watch the warm,
sweet day

Lapse tenderly away:

And wistful, with a feeling of
forecast,

I ask, "Is this the last?"



THE PICKERING-PROCTOR-WOOD FARM HOUSE

THE BIG FIELD

Three windows of this many-eyed house
Look out upon a sweep of open field.
Its acres stretch as far as one can see,
A restful space, with naught of man revealed.
No huddled little houses break its line.
The trees upon its bound untroubled stand.
None but the wood cock and the pheasants know
The peace and plenty of this pleasant land,

And when the reapers come to claim its hoard
Of rich and fragrant treasure, freely given,
When all lies bundled for the waiting barn,
The gulls fly in from the tide water driven
By instinct for good food, and room to land.
No sooner reaped, the field again reverts
To willing effort to grow green again.
A busy field, it harbors no regret,
Is thankful only for God's sun and rain.

Green field, teach me to live abundantly
To spend my days like you, as fruitfully.

A SELECTION OF POEMS FROM RHYMES OF A LIFETIME

BY MARGARET PROCTOR WOOD

The publication of *Rhymes of a Lifetime*, 1891-1959, was undertaken privately for Miss Margaret Wood's family and her closest friends. We believe they deserve a wider public because of their poetic merit.

In tone these lyrics range from short, humorous verses, often pungent with their exposure of human weaknesses, to those highly personal poems revealing an individual determined to make her life a model of Christian virtues. Some of the descriptive lyrics are very reminiscent of Oriental poetry in their imagery and conciseness.

In subject these poems primarily encompass home and family, often depicting with remarkable fidelity a rural landscape fast disappearing within this town's boundaries. Other subjects deal with Christmas wishes, holiday scenes, and World War II.

PURPLE FINCH

Small rosy singer, with your song
Breaking through this sunless day,
Your cascade of rippling courage
Cheers me with its rondelay.

CONTENTMENT

I must have love enough to drive out hate;
To see the good, and to ignore the rest;
Set my mind firmly where I can admire;
Forget my lusty ego; seek the best
In those around me; so in my own mind
By loving more, shall I contentment find.

COURAGE

Sorrow had best be buried.
Hide your own;
Earth's skies are dark enough
Without your moan.
Each has his own grief.
Why add yours?
God knows, and for the asking,
Courage stores.

FIRE

Where fire burned the hill
Runs a clear path of living green.
Where love seared life
Runs a new path of comforting belief
In things before unseen.

IN MEMORIAM

(War Poems)

Why should we grieve for those
Whose quest has led
Their steady footsteps up and far beyond
Our little mortal scope of narrow thought?
Have they not found what we ourselves desire —
The great adventure,
Knowledge, sure and whole,
For lack of which we grope and wander here?
Theirs be the hands to draw us after them,
To give us a clear call of certain leading
Into glorious light.

CAMDEN HILLS

There stand the Camden Hills,
Set, cameo clear against the morning sky.
And when at noon, the heat waves beat
Against their shimmering sides,
Still stand they there, serenely calm and fair.
Shadows of twilight mantle their blue heights,
Moving at will across their peaceful brows,
Like to kind thoughts that trace their lovely way
Across the face of one who often looks
With loving gaze, at Camden Hills.

GULLS AT PIGEON COVE

A gull is flying out of the West
With the pink of sunset on his breast.
Dipped is the lovely curve of wings
Cutting a wide arc in the gold
Of sunset splendor. Fold on fold
It spreads around him, while he floats
In graceful sweep above the boats
That are going home to the old gray dock.
The boats to their pier,
The gull to his rock.
Both to something loved and dear
That calls them home year after year.

CHRISTMAS, 1932

A Christmas wish within my heart
A whole long year for you has grown.
The Christmas dawn will set it free,
And then, when it has swiftly flown
Across the morning to your side,
"Twill stop and nestle softly near
To bring the joy of Christmas-tide.

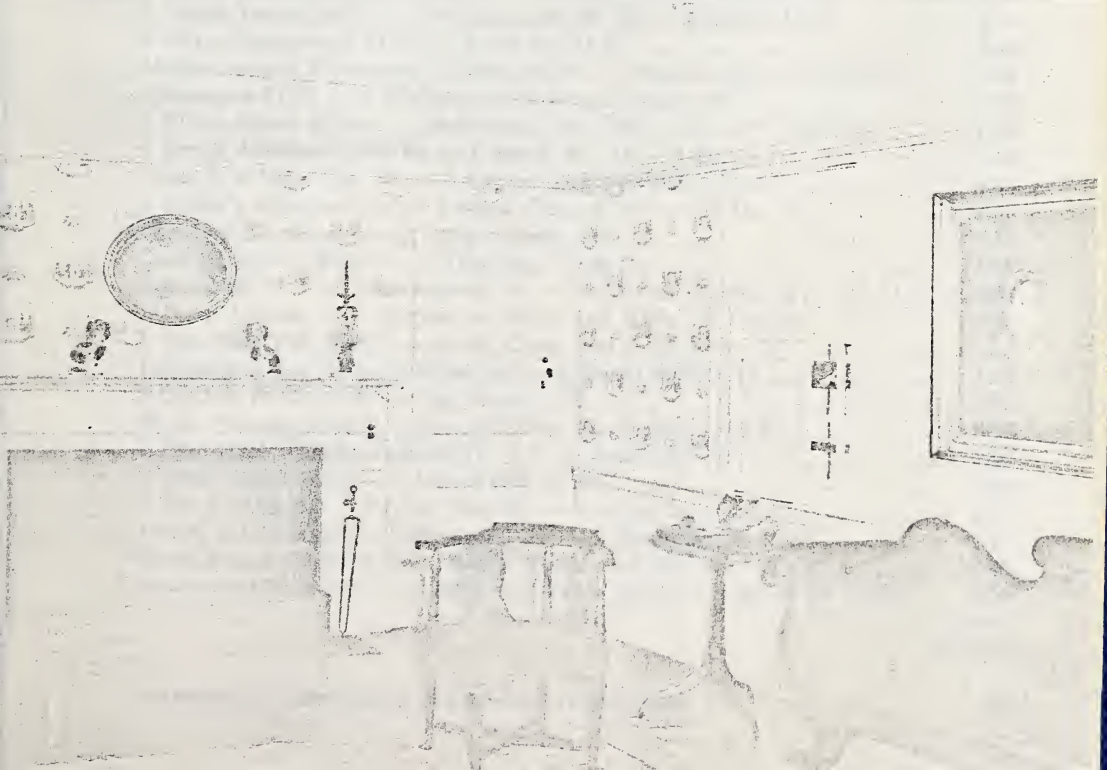
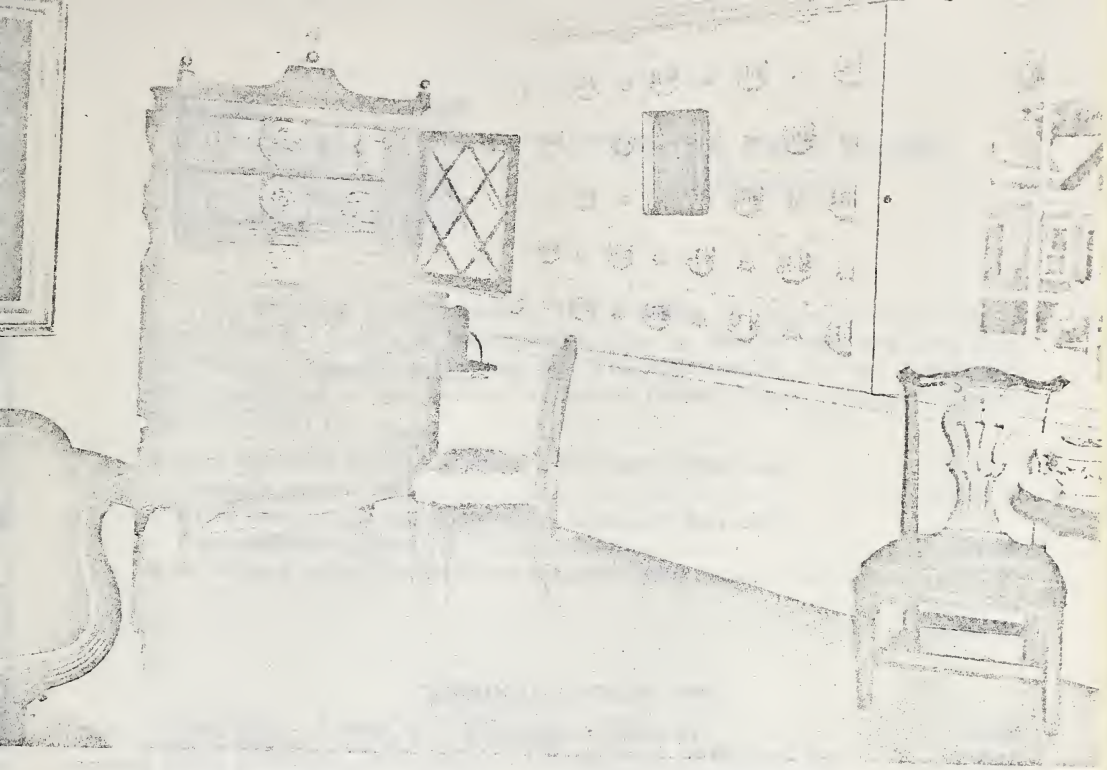
AN OPEN WINDOW

(Published in the Boston Herald)

An open window lets in sound
And fragrance, too, the whole year round.
Yesterday it brought a song
Left as summer passed along.
An oriole in orchard trees
Flung liquid notes upon the breeze.
It seems as if that trill would lie
All winter long across the sky;
As if he'd made a path to help
Bring back to us his cheerful self.

FRANKLIN STOVE

People who live alone, and only those,
Will understand the feeling in these lines.
When I am lonely of an afternoon,
Or when a wintry evening closes in,
I build a fire in my Franklin stove.
The lively flames are like a friendly voice
That talks to me and soothes my restlessness.
Sometimes it whispers to me, low and soft,
Words that I've heard before, and can not now.
Sometimes it laughs, and even makes a joke.
I smile, amused at its bright capering,
And then it settles to a steady glow
That warms my heart and makes me more content.





THE 1807 PAGE HOUSE INVENTORY

The following is an Inventory of the Estate of Jeremiah Page late of Danvers in the County of Essex, Dec'd, taken by Samuel Page and John Page Executors of said Dec'd ('s) last will, and appraised by us the subscribers dewly appointed to that service by Samuel Holten Esquire, Judge of Probate for said County vis. —

A lot of land with a dwelling house, wood-house containing about 6 acres	\$3,200.00
A lot of land containing about three acres and half called the burying pasture	380.00
A lot of land called the Brickyard lot containing about 14 acres	1,400.00
	\$4,980.00

PERSONAL ESTATE VIS. —

1 clock, \$30 — 1 Desk, \$ — 1 Mehogany Table \$4	39.00
1 Small Mehogany Table \$0.75 — 1 Small Case of Drawers \$2	2.75
1 Small Trunk \$0.75 — Two pairs of old Silver Buckles \$1.75	2.50
6 Silver Teaspoons \$4.50 — 5 old do. \$1.75	6.25
16 Blew-edged Plaits and 3 Dishes \$2.75 — other crockery ware \$1.13 ...	3.88
Glassware \$1.25 — 3 Waiters and a Japan Basket \$0.75	2.00
1 Elbow Chair \$1.50 — 1 Mehogany Tea Table and 3 Oil Cloth \$6	7.50
1 Large Looking Glass \$9 — 1 Small Do. \$1 — 4 Matts etc. .34	10.34
Vials & a Ston Pot .20 — 1 Carpet and two Pieces \$9.50	9.70
5 Joiner's Chairs \$3.34 — 1 Easy Chair \$2.50 — old Do. .75	6.59
12 Green Chairs \$6 — 2 Large Chairs .50	6.50
Case of Draws \$4.50 -- A Dressing Table \$1	5.50
1 Stool \$0.16 — A Cheese-press \$1 — Old Brick Mould .72	1.88
1 Door, Hinges — A number of Rails and other old lumber	2.50
1 Old Meat Tub \$0.50 — an old Chest and 3 old Tubs .75	1.25
1 Warming pan .80 — 1 Stove .40 — a Small Brush .12	1.32
3 Clothes Baskets .50 — Tin Ware \$1.35	1.85
25 lb. Pewter \$4.59 — 2 pair of Brass Candlesticks \$1.50	6.09
1 Pair of old Candlesticks \$0.12 — 2 pr. Flatirons .60	0.72
3 Bread Pans \$1.50 — 1 Iron Kittle \$0.40	1.90
2 Tea Kittles \$1 — Frying Pan .75 — a large Iron Pot \$1	2.75
1 Iron Kittle \$0.25 — Coffee-mill .50 — 1 Brass Kittle \$5.50	6.25
Small Brass Kittle \$1.40 — Small Kettle and Skimmer \$1	2.40
Shovle and Tongs \$1 — 1 large Old Table \$1.25 — a Small do. \$1.25 ...	3.50
	\$134.92

(page 2) Amount of Personal Estate brought over	\$134.92
1 Large Iron Kettle \$3 — 2 Trammels \$1 — pr. Tongs .25	4.25
3 Old Chairs \$2.80 — a pr. Hand-Irons \$1.50 — 1 pr. Do. \$1.75	6.05
An Old Frying Pan, Toster, Gridiron, Spit, etc.	0.80
1 Light Stand .16 — 1 Reel .20 — Clothes Horse \$1	1.36
Cheese-Tongs and Rooler .16	0.16
Small Hand Irons \$1 — 3 Fire Shovles and Tongs \$3	4.00
Copper Tea Kittle \$1 — Chopping Knife \$0.12	1.12
1 pr. Dog Irons \$1 — Spoonmold .50 — Tea-pot \$1	2.50
1 Pair Money Scales \$0.75 — 6 old Pictures \$1	1.75
5 Under-beds \$2.25	2.25
Bedstead and Cord No. 1 \$1.20 — Do. No. 2 \$1.75 — Do. No. 3 \$1.25	4.20
Bedstead No. 4 \$0.80 — Do. No. 5 \$0.30	1.10
Feather Bed No. 1 Wth 56 lb. at .30 per lb.	16.80
Do. No. 2 Wth 56 lb. Boulsters and Pillows at .30	16.80
Do. No. 3 Wth 64 lb. @ .40 Including two Pillows	25.60
Do. No. 4 Wth 58 lb. @ .40 per lb.	23.20
Do. No. 5 Wth 41 lb. @ .25	10.40
3 Cases with four Bottles .80 — Salt Box .10 — Old Table frame .10	1.00
Close stool .75 — A Case and nine large Glass Bottles \$5	5.75
3 Linen Wheels \$1 — 1 Wooling Do. .50	1.50
8 Chair Cushings \$3.20 — 3 old Rugs \$1.50	4.70
1 Spit and Fender .50 — Curtins (ods) .50	1.00
1 Pair of Rose Blankets \$3 — 3 White and one Blew Blanket \$3	6.00
1 Green Bed quilt \$4.50 — 1 old do. \$1.50 and one other Do. \$1.25	7.50
An old Rug .33 — A suit of Curtins \$3.50 — Green Fringe .50	4.33
India Cotton Curtins and Vallions \$2.75	2.75
1 Counterpin \$4 — 1 Red Chintz quilt \$1.75 — Remnants of Bedstick \$1	6.75
3 Sheets \$2.67 — 1 Pair Do. \$3 — 1 old Do. .50	6.17
4 Pair Pillow Cases .50 — 1 Large Table Cloth \$1.75	2.25
1 Small Table Cloth .20 — 7 Chair Coverings .56	0.76
6 Copper Plait Do. .56	0.56
2 Window Cushins \$3 — 2 Glass Candlesticks \$0.50	3.50

311.78

(page 3) Amount of Personal Estate brought forward	\$311.78
1 Trunk \$1 — 1 Small Do. \$1 — 1 Pair Large Stilyards \$2.50	4.50
1 Sleigh \$7	7.00
1 Bible \$3 — A number of other books and Pamphlets \$3	6.00
Deceased Wearing Apparil	20.00

Notes of hand vis. —

A note of hand against John Fowler & John Page
 Dated the 30th Sept. 1802 for \$1200 — Interest from the 1282.50
 30, Sept. 1805, to the 22 Aug. 1807 — \$82.50 —

A note against John Page dated 21, March 1806 for \$505.81 — 338.60
 Interest due from the date to the 22, August is \$32.88

A note against John Fowler & John Page, dated
 November 9, 1802 for \$300 — Interest to the 22d August 387.00
 Interest is \$87.00

A note against Jeremiah Page Dated 21 Feby 1801
 for \$300 — Interest now due is \$29 329.00

2886.47
 2 old Flour Barrils .25 — A writing Desk \$2.50 2.75

Dated at Danvers the 3rd of Sept. 1807 2889.22

Sam'l Page	} Exs	Ebenizah Putnam	} Committee
John Page		Ezra Batchelder, Jr.	
		Nath'l Pierce	

Witnessed — Ipswich September 9th 1807 When Samuel Page Esq'r and Mr. John Page Executors presented the aforewritten and made oath that it contained a true and perfect Inventory of the Estate of Jeremiah Page late of Danvers in said County. Esq. deceased estate, so far as has come to their hands or knowledge and if any thing further shall hereafter appear, they will cause it to be added. before me

S. Holten J. Prob.

THE DERBY-McINTIRE SUMMER HOUSE

A Bequest to the Danvers Historical Society

The late Mrs. William C. Endicott was for many years the Honorary President of the Danvers Historical Society. Under the terms of her will, this Society was bequeathed the unique Derby-McIntire Summer House.

So many people have expressed concern for the ultimate disposition of this structure that an explanation is required. The problem has been made complex by a number of circumstances: the sale of the estate, including the land on which the summer house stands; the location of Interstate Highway 95; the expense of relocation; and the age and the condition of the building.

The condition of the house is good. It was recently inspected by the President and Mr. Charles S. Tapley of the Summer House Committee. Their conclusion was further verified by Mr. Clarence Shackley, who has always kept the house in repair for Mrs. Endicott.

Mr. Robie, the present owner of the estate, is conscientiously maintaining his property. The lawns and gardens are being cared for assiduously. There are people living on the estate who are concerned over its well being.

It has been the hope of the Society, as it was of Mrs. Endicott, that the Derby-McIntire Summer House remain on its present site, one especially created for it. Whether or not this can be is impossible to state now. No solution can probably be found until definite word has been received on the course of Interstate Highway 95.

The Derby-McIntire Summer House is, in essence, a national shrine. The Danvers Historical Society is aware of its responsibility. It hopes to preserve this property for the community it serves and for the nation.

2735

